

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 247  
TO BE ANSWERED ON 11.03.2020**

**RAILWAY PROJECTS IN UTTARAKHAND**

**†\*247. SHRI AJAY BHATT:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Government has started projects with respect to the doubling/electrification/new rail lines in Uttarakhand;**
- (b) if so, the details thereof;**
- (c) whether the funds allocated for rail projects are not in accordance with the amount required and as a result, the rail projects in Uttarakhand are being delayed;**
- (d) if not, the reasons for delay in rail projects in Uttarakhand; and**
- (e) the details of the targets fixed for the big projects in Uttarakhand?**

**ANSWER**

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY**

**(SHRI PIYUSH GOYAL)**

**(a) to (e): A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 247 BY SHRI AJAY BHATT TO BE ANSWERED IN LOK SABHA ON 11.03.2020 REGARDING RAILWAY PROJECTS IN UTTARAKHAND**

**(a) and (b): Railway projects are not sanctioned State-wise, but Zone-wise, as Indian Railway's network straddles across various State boundaries. However, 1 doubling and 3 new lines projects, costing ₹18,900 crore covering a length of 243 km, falling fully/partly in the State of Uttarakhand are under different stages of planning/sanction/ execution. The details of these projects are as under:**

**(I) DOUBLING:**

**Haridwar-Laksar (27.03 km):**

**Haridwar-Laksar doubling project was included in the Budget 2012-13. The latest anticipated cost of the project is ₹346.63 crore. An expenditure of ₹204.28 crore has been incurred upto March, 2019. 17 Km long Ikkar-Laksar section has been completed in October, 2019. Work has been taken up in balance section.**

**(II) NEW LINES:**

**3 New line projects covering a length of 216 Km at a cost of ₹18,554 crore. An expenditure of ₹1,849 crore has been incurred upto March, 2019. The details of the projects are as under:**

**(i) Rishikesh-Karnaprayag (125.09 km):**

**Rishikesh-Karnaprayag new line project was sanctioned in budget 2010-11. Latest cost of the project is ₹16,216 crore, out of which, an expenditure of ₹1,361 crore has been incurred up to March, 2019. The current status of Rishikesh-Karnaprayag rail line project is given below:**

**Works of Final Location Survey, Land Acquisition, Forest Clearance, Geo Technical Investigation and Approach road for the entire project have been completed.**

**Works in 1<sup>st</sup> Block section between Virbhadra and Yognagri Rishikesh (5.7 km) has been taken up. One Road Under Bridge (RUB) and one Road Over Bridge (ROB) in Rishikesh have been completed. Construction of one important Rail Bridge over river Chandrabhaga near Rishikesh has been taken up.**

**In remaining sections, construction of an Important Rail Bridge No. 8 at Lachmoli and Bridge No. 9 at Srinagar over river Alaknanda has been taken up. Construction of three Road bridges at Srinagar, Gauchar and Kaleshwar over river Alaknanda have been taken up. Total 16 tunnels are to be constructed which have been divided in 10 packages. Also construction work at 6 Adits of 6 Tunnels have been taken up. Design and Project Management Consultant (PMC) contracts have been awarded and design works have been taken up in all the packages. Action for awarding of contracts have been taken up.**

**(ii) Kichha-Khatima (57.70 Km):**

**Kichha-Khatima new line project was included in the Budget 2003-04 at a original cost of ₹165.67 crore subject to providing land free of cost by the Government of Uttarakhand. Subsequently, based on request from the State Government, survey for new alternate alignment Lalkaun-Sitarganj- Khatima was carried out. As per the revised survey report, the cost of 63 km. long line had been assessed as ₹1546.24 crore in which, the cost of land alone is ₹528.69 crore. State Government of Uttarakhand has been requested for approval of alignment and for giving their consent for providing land free of cost for the revised alignment.**

**(iii) Deoband (Muzzafar Nagar)-Roorkee (27.45 km):**

**Deoband (Muzzafar Nagar)-Roorkee (27.45 Km) new line project was included in the Budget 2007-08. Anticipated cost of the project is ₹791.36 crore. It is cost sharing project with Government of Uttarakhand, in which Government of Uttarakhand is sharing 50% cost of the project. Land acquisition in Uttarakhand and Uttar Pradesh has been taken up. Construction work has been taken up in available land.**

**(III) RAILWAY ELECTRIFICATION:**

**2 Railway Electrification projects covering a length of 197 Km falling fully/partly in the State of Uttarakhand are also in different stages of planning/execution. The details are as under:**

<b>S. No.</b>	<b>Section</b>	<b>Total Route Kilometre</b>	<b>Route Kilometre falls in the State of Uttarakhand</b>
<b>1</b>	<b>Moradabad-Kashipur-Ramnagar, Rampur-Lalkua-Kashipur and Bareilly-Lalkua</b>	<b>309</b>	<b>160</b>
<b>2.</b>	<b>Shahanjahanpur-Pilibhit, Pilibhit-Tanakpur</b>	<b>145</b>	<b>37</b>

**(c) to (e): BUDGET OUTLAY (FOR THE PROJECTS FALLING FULLY/PARTLY IN THE STATE OF UTTARAKHAND):**

**Sufficient funds have been allotted for Railway projects falling fully/partly in the State of Uttarakhand.**

**Average Annual Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Uttarakhand, during 2014-19 has increased to ₹672 crore per year, from ₹187 crore per year (during 2009-14). Thus the average annual budget allocation during 2014-19 is 259% more than average annual budget allocation of 2009-14 (₹187 crore per year).**

**Total Budget allotment for infrastructure projects and safety works, falling fully/partly in the State of Uttarakhand for financial year 2019-20 is ₹903 crore, which is 383% more than average budget outlay of 2009-14.**

**Further, budget outlay of ₹1780 crore has been proposed for 2020-21 for infrastructure projects and safety works falling fully/ partly in the State of Uttarakhand, which is 852% more than the average annual Budget outlay of 2009-14 (₹187 crore) and 165% more than average annual Budget outlay of 2014-19 (₹672 crore).**

**The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both underground and over ground), statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions, encountering unforeseen conditions like earthquake, flooding, excessive rains, strikes of labour, orders of Hon'ble Courts, situation and conditions of working agencies/contractors etc. All these factors vary from project to project & site to site and affect the completion time and cost of the project, which is finally worked out at the completion stage. As such no confirmed time line can be given for completion of these projects at this stage.**

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