

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:1495

ANSWERED ON:31.07.2003

CONSTRUCTION OF RAIL LINE WITHOUT RECOMMENDATION OF PLANNING COMMISSION

MAHBOOB ZAHEDI

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

(a) whether without the recommendation of Planning Commission and even mention in the Railway Budget, Government are laying Railway line between Neorali-Sheikhpura, showing the expense on record against the sanctioned amount on account of material modification of Fatehpur-Islampur railway line; and

(b) if so, the details alongwith the reasons therefor?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA )

(a) and (b) : A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) AND (b) OF UNSTARRED QUESTION NO. 1495 BY SHRI MAHE ZAHEDI TO BE ANSWERED IN LOK SABHA ON 31-07-2003 REGARDING CONSTRUCTION OF RAIL LINE WI RECOMMENDATION OF PLANNING COMMISSION.

(a) and (b) : The work of new line from Daniawan to Biharsharif was approved as material modification of Fatuha-Islampur project basically to have connectivity between the two branch lines i.e. Fatuha-Islampur and Bakhtiarpur-Rajgir. Later on, in the year 2000-2001, the work of Biharsharif-Barbigha was approved as material modification to the project. Meanwhile, an additional traffic of about 7-8 trains per day was assessed to move via Kiul-Mugalsarai. Due to severe capacity constraints via Patna, the feasibility of providing an alternative route by construction of the missing links to the already sanctioned Daniawan-Biharsharif-Barbigha was examined. It was considered that with the construction of Barbigha-Sheikhpura and Daniawan-Neora, an alternative route from Kiul to Mugalsarai via Sheikhpura, Daniawan, Neora would get established by passing Patna. The return of this investment was assessed as 16%. Considering this, the two sections were also approved as material modifications.

Railways' finances have been kept under a separate footing in view of Railways being a fast dynamic setup as a national carrier of goods and passengers. Railways have been given financial independence to discharge its developmental functions and keeping this in view a separate Railway Budget is presented. Power for enlargement of scope of sanctioned work has also been vested in the Ministry and this does not require clearance from Planning Commission. In this case also the material modifications have been approved by the competent authority after following due procedure. The revised cost of the project has been reflected in the budget documents as per the practice being followed.