



***Proposal on 'Development of Railways' in  
the State of Odisha for inclusion in Union  
Budget 2017-18 (RAILWAYS)***

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## ***1. Introduction***

Odisha is a state with abundant natural resources, an extensive coastline and a government focused on infrastructural, industrial and human development. The state is endowed with most of the important mineral wealth available in the country i.e. 33% of iron ore, 26% of coal, 56% of bauxite, 29% of manganese and 98% of chromite. Currently, the mineral ore production industry in the state, accounts for USD 3.4 bn, which is more than the cumulative production value of 21 other states.

The state is home to major core industrial entities such as Tata, Jindal, Vedanta, NALCO, GMR Power etc. With the current annual production equal to 20% of the nation's steel and 50% aluminum, it is steadily taking shape of becoming a major manufacturing hub of the country. A growth-orientation along with availability of raw materials and substantive power has made it a preferred investment destination for international & national giants. The State has signed multiple MoUs with a focus to achieve an annual production in excess of 100 Million Tons Per Annum (MTPA) of steel, 8 MTPA of alumina refining, 15 MTPA capacity of petrochemical refining, 50,000 MWs of power generation and 30 MTPA of cement.

The state is on an impressive economic growth path wherein the current State GDP is approximately 20% higher than the national GDP. The importance of rail infrastructure to sustain and power the growth trend cannot be over emphasized. However, the existing rail infrastructure in the State is still inadequate to handle the projected growth and aspiration of rail users. The State contributes revenue to Railway in excess of Rs. 15,000 crores per annum, but the railway route length in entire Odisha is only around 2,500 kms with a rail density of about 15.0 apropos to national average of more than 19.0. Notably, despite lower revenue contribution and future potential some of the contiguous states such as West Bengal and Jharkhand have much higher rail density, 43.4 and 24.3 respectively.

The Odisha coast is seeing considerable expansion of capacities of all major and non-major ports i.e. Paradip, Dhamra, and Gopalpur. The much anticipated Petro-Chemical Industry at Paradip has started functioning and so also the major steel hub of Kalinganagar. Railway's role as a low-cost, high-volume and long distance transportation is irreplaceable. In the next 5 years the additional rail-borne traffic in Odisha is estimated to be well in excess of 450 MTA.

Since India's independence only 5 major B.G. rail links have been commissioned in the State namely, Cuttack-Paradip (83 Kms.), Talcher-Sambalpur (174 Kms.), Koraput-Rayagada (164 Kms.), Daitari-Banspani (155 Kms.) and Lanjigarh Road-Junagarh (56 Kms.).

**Hence, it is requested that Odisha be given its due attention by Railways for allotment of projects and funds in the ensuing Budget 2017-18 so as to ensure not only the development of the state of Odisha, but also the country as a whole.**

## ***2. Partnering Indian Railways for Development of Railway Infrastructure***

Odisha has always come forward to fill the visibility gap wherever Railways have requested. In order to expedite augmentation to the Rail infrastructure in the State, Government of Odisha has taken initiative to form Joint Ventures/Special Purpose Vehicles (SPV) jointly with Railway Ministry and other ministries to undertake project development, financing and implementation of various railway projects. Some of these partnerships are listed here under:

### ***2.1. Direct partnership of State for New Lines (Through MoU)***

#### **2.1.1. Khurda Road – Bolangir**

This project of 289 Km long was sanctioned in the year 1994-95 is targeted to be completed by 2021. Government of Odisha has signed MoU with Ministry of Railways to provide land (at own cost) and 50% of the construction cost.

#### **2.1.2. Jeypore–Malkangiri and Jeypore-Nabarangpur**

To ensure rail connectivity to the tribal districts, the state government has agreed to bear 50% and 25% of the construction cost of the Jeypore-Nabarangpur and Jeypore-Malkangiri lines respectively. Land will be provided for free for the Jeypore-Nabarangpur project. MoU in this regard has been signed between Government of Odisha and Ministry of Railways.

## **2.2. State specific JV**

Government of Odisha initiated steps to form a JV with Ministry of Railways for a JV company formation that would have the mandate to identify and construct new Railways lines as per the needs of the freight and passenger rail users. A MoU for Odisha was signed on 04.11.2015 and after the terms were negotiated a JV agreement has been signed by both (with Government of Odisha holding 51% equity) on Dt. 14.06.2016.

## **2.3. The SPV route**

### **2.3.1. Haridaspur –Paradip (HPRCL)**

A new alternate line between Paradip Port and Haridaspur (between Cuttack-Bhadrak) of 82 kms, was sanctioned by Railways in Year 1996-97, was languishing for want of adequate fund. To expedite its formation, a Special Purpose Vehicle (Haridaspur Paradip Railway Company Ltd) has been created in which Government of Odisha has now got 22.5 % equity (Rs.114.8 Cr) directly and a total of in excess of 33% equity along with other PSUs of the Government of Odisha. This line is connecting the hitherto unconnected and underdeveloped Kendrapada District to the Railway map of Odisha. It envisages to complete the Project by December 2017.

### **2.3.2. Angul- Sukinda SPV(ASPL)**

A 90 km new line between Angul (Talcher) to Sukinda has been sanctioned in the year 1997-98 to reduce the distance between the two most important mineral belts of Odisha. As with HPRCL, this project also needed Government of Odisha to come forward and invest to make the SPV viable. Government of Odisha with its PSUs is the highest equity holder in this company and pushing the project for an early completion.

## **2.4. JV with Ministry of Coal & Railways (MCRL)**

For strengthening the freight lines and to help faster evacuation of Coal from State, a Joint Venture Company has been formed between Government of Odisha (IDCO), Ministry of Coal (MCL) and Ministry of Railways (IRCON), with equities of 10%, 64% and 26% respectively. "Mahanadi Coal Railway Limited (MCRL)" has been formed on 31-08-2015 by merging the "Brahmani Railway Company Limited" of Government of Odisha.

## ***2.5. Consent for SPV with Ministry of Shipping (IPRCL)***

To create a new Heavy Haul new line between Talcher and Paradip, Ministry of Shipping has formed a SPV named Indian Port Rail Company Ltd (IPRCL) in partnership with Ministry of Railways. Government of Odisha has given consent to take 10% equity to make the SPV viable.

## ***2.6. Bhubaneswar Station Re-development***

Bhubaneswar being the capital city and gateway to the State, needs to be enabled with better commutation and other related infrastructure and hence Government of Odisha has already taken up the work to build a new railway station building with world class facilities at existing Bhubaneswar station from State's own fund.

## ***3. Criteria for allotment of funds***

In the railway budget for 2002-03, the Ministry of Railways for the first time laid down major criteria for allotment of funds towards projects in various aspects, which included the followings:

- i. Area of the State
- ii. Population and
- iii. Throw forward of existing projects of the State.

Government of Odisha has placed its request to the Ministry of Railways to expand the criteria for allotment and assign due weightage to the following:

- ✓ Existing route length in the State per thousand square kilometers.
- ✓ Contribution of revenue from the State to the exchequer of Railways.
- ✓ State's GDP growth rate and investment of present as well as potential growth.
- ✓ Mineral wealth and mining growth and requirement of core industries like Steel, Power and Port etc.
- ✓ Growth of passenger sector for railways vis-a-vis national growth and specific consideration to urbanization such as Smart City Project etc.

Hence, it is felt that inclusion of these additional criteria shall go a long way in correcting regional imbalances and ensuring expeditious completion of railways projects in Odisha, thereby improving return on investment.

#### ***4. Multi-Faceted Growth Proposal for Railways in Odisha***

The railway network needs to undergo a paradigm shift in multiple areas. In order to bring a holistic approach on growth, the existing infrastructure requires involvement in both business requirements as well as customer services. The major and imperative aspects which are required at this stage are:

##### ***4.1. Establishment of Rail based industries in Odisha***

In order to ensure smooth transit of traffic and freight it is necessary to augment the back-end system of rail infrastructure. The following comprises of the proposals which the State has identified and accordingly proposes to be taken up with utmost importance.

##### **4.1.1. Electric Locomotive Maintenance (POH) Workshop at Kalahandi**

Though Ministry of Railways had announced for wagon maintenance (POH) workshop at Kalahandi district in Railway Budget of 2014-15, subsequently no budgetary provision was made. Ministry of Railways later decided that such a workshop is not viable at Kalahandi. To resolve the issue Hon'ble Minister of Railways has set up a Joint Committee to study and recommended a viable Rail based Industry. The Committee has recommended to set up an Electric Locomotive Maintenance (POH) Workshop in Kalahandi District and the same is still pending for sanction at Railway Board level. It is requested to have this factory sanctioned and funds allotted in the Budget for 2017-18.

##### **4.1.2. Wagon Factory at Sitalapalli, Brahmapur**

The State Government requests Ministry of Railways to establish a rail coach factory at the identified patch of Government land in the village Sitalapalli under Brahmapur Tehsil of Ganjam district, located adjacent to Kolkata-Chennai NH-5, Howrah-Chennai Rail link and the existing Gopalpur Seaport. It was already included in the Railway Budget 2011-12 and an amount of Rs. 1.00 crore was allotted for the financial year 2012-13. But so far no action has been initiated in this regard, even though State Government has already offered suitable government land free of cost to the extent of 101.604 acres in the aforesaid village. It is requested that the aforesaid railway coach

manufacturing unit may be established at the earliest and an amount of Rs.20 crore may be allotted in this years' budget to expedite the work.

#### **4.1.3. Establishment of Concrete Sleeper & other factories at Kantabanji and Bandamunda**

The Odisha Government requests Ministry of Railways to establish a concrete Sleeper Plant in the vast vacant Land available with Railways at Kantabanji and also a rail based infrastructure at Bandamunda near Rourkela to propel the MSME seater in this important Industrial town.

#### **4.1.4. Skill Development Centres**

The State Government requested the Ministry of Railways to establish a railway apprentice training centre in the backward KBK region to promote skill development and increase employability of the workforce, which in turn will contribute to the National Skill Development Mission. Accordingly, setting up of a Skill Development Centre was declared in the budget for 2013-14, but no action in this regard has taken so far. It is requested that Odisha be declared as a priority State for training and skilling work force in railway related vocations and Skill Development Centres aimed at training for Railway be set up in the under privileged districts of Koraput, Malkangiri, Bolangir, Kalahandi & Nabarangpur.

#### **4.2. Multi Modal Logistics Parks**

Time is ripe for Indian Railways to develop mega multi-modal logistics parks near the important industrial clusters like **Kalinganagar, Angul, Rourkela, Choudwar** as well as port locations such as **Dhamra, Gopalpur and Paradip**. Odisha Government requests Ministry of Railways to make a provision of Rs.10 crore each for the aforesaid 7 locations in 2017-18 budget.

#### **4.3. Superior Suburban Train Services**

Keeping in view, the rapid urbanization and increasing demand for commuter services, Mainline Electric Multiple Units (MEMU) type suburban trains along with appropriate commuter facilities to be created in the following suburban sections:

- Balasore–Cuttack–Bhubaneswar
- Bhubaneswar–Khurda Road–Puri
- Bhubaneswar–Khurda Road–Brahmapur
- Bhubaneswar–Dhenkanal–Angul/Talcher
- Cuttack–Paradip
- Bhubaneswar/Cuttack-Keonjhar

A MEMU manufacture unit which was sanctioned at Khurda station in the year 2009-10, is yet to be completed for which these MEMU services are not being introduced. Steps should be taken for early completion of MEMU maintenance facility at Khurda, Road which has not been completed even after 7 years.

#### ***4.4. Station Modernization and Improvement of Amenities at Stations***

Because of rapid industrialization, character of certain stations has undergone a paradigm change; from relatively small transit points to bigger gateways. The overall enhancement has taken place primarily due to the fact that the stations have become the entry points to industrial clusters, movement of freight traffic and usage by large volume of passenger. It is imperative such earmarked stations be remodeled with better traffic facilities and improved passenger amenities. There is need for drafting Master Plans for the modernization, expansion and upgradation of Puri, Jajpur-Keonjhar Road, Bhadrak, Bolangir, Talcher, Baripada, Brahmapur, Meramundali, Bargarh, Belpahar, Raj Athagarh, Angul, Jeypore, Koraput railway stations.

##### **4.4.1. Bhubaneswar and Bhubaneswar New stations**

Government of Odisha has already taken up the work to build a new railway station building with world class facilities at existing Bhubaneswar station from State's own fund. Bhubaneswar, being the capital city & the gateway to Odisha, Railway Ministry is requested to:



- ✓ Ensure an international class new station building with all amenities for passengers at the under construction site of **Bhubaneswar New (Patia)** station. RVNL is executing the station with only minimum facilities as part of the Bhubaneswar-Barang 3<sup>rd</sup> line project. Ministry of Railways is requested to ensure a befitting station building and amenities at **Bhubaneswar New** station.
- ✓ Sanction two (2) more Platform lines at existing Bhubaneswar station to cater to the increased requirement of coaching services.

#### **4.4.2. Redevelopment of 11 Stations in Odisha**

Ministry of Railways has already identified 11 more stations in Odisha for re-developing them for passenger amenities. They are Puri, Bhadrak, Brahmapur, Cuttack, Jajpur-Keonjhar Road, Khurda Road, Rayagada, Sambalpur, Balasore, Jharsuguda and Rourkela. Modalities to start work at these 11 locations are yet to be formed by Indian Railways. Hence Government of Odisha requests for early start of work at these already identified station buildings.

#### **4.4.3. Re-commissioning of Stations**

Earlier a Narrow Gauge (NG) line was constructed between Gunupur to Nuapada (90 Km) by the then Maharaja of Paralakhemundi in the year 1900 which has been converted to Broad Gauge (BG). After BG conversion, railways have closed all intermediary works and now only 2 Stations at both ends of Nuapada (AP) and Gunupur (Odisha) exist in the 90 km line. This has severely curtailed the objective as well as scope of service for people who earlier were being served by those stations. It is imperative now to re-commission new station buildings with proper working facilities at Paralakhemundi (District HQ of Gajapati) and Kashinagar (major business center) and also prepare proper terminal facilities of existing Gunupur station.

### **4.5. Dedicated Freight Corridors (DFCs)**

#### **4.5.1. East Coast Freight Corridor (Kharagpur – Vijaywada)**

In the year 2016-17, the Ludhiana-Dankuni Eastern Dedicated Freight Corridor has been extended till Vijaywada to link upcoming ports such as Kirtania, Dhamra, Chudamani, Astarang and Gopalpur along with Paradip Port to the vast Northern and

Central hinterlands of India. This corridor is required to be completed in 5 years so as to enable the Eastern Coast to take a meaningful advantage in the Country's overall maritime trade.

#### **4.5.2. East-West Freight Corridor (Jharsuguda – Bilaspur)**

To create capacity beyond the existing saturated trunk routes in the busy mineral belt, Railways have already announced for construction of East-West Freight Corridor from Jharsuguda to Bilaspur. The work for this important project needs to be started at the earliest with an aim to complete the project within 5 years so that the transport potential of Odisha can be achieved.

#### **4.6. Reorganization of East Coast Railway**

East Coast Railway (ECoR) was made functional from 1st April, 2003 with 3 divisions namely, Khurda Road, Sambalpur and Waltair. It has the lowest operating cost amongst the zonal railways. However, expansion of jurisdiction of ECoR has become a necessity in light of the recent industrial projects coming up in Odisha to ensure better coordination and facilitation of bulk customers. Ministry of Railways is requested to either extend the jurisdiction of Sambalpur division to include (a) Jharsuguda-Barsuan-Kiriburu (b) Rourkela-Nuagaon (c) Jharsuguda-Himgiri or to create a new division with headquarters at Rourkela/Jharsuguda with jurisdiction as mentioned above under the East Coast Railway. Likewise, the jurisdiction of East Coast Railway may be extended to include Bansapani-Padapahar, Rupsa-Bangriposi and Bhadrak-Laxmannath road sections and a new Railway Division should be set up with headquarters at Jajpur-Keonjhar Road.

Besides, Ministry of Railways is requested to create another Railway division at Rayagada under the jurisdiction of East Coast Railway Zone comprising the following lines: Nuapada-Gunupur with proposed extension to Theruvali/Rayagada, Rayagada-Titlagarh-Raipur, Koraput-Rayagada, Koraput-Jeypore-Jagdampur, Lanjigarh Road-Junagarh and proposed Railway Lines in Malkangiri, Koraput and Nabarangpur District.

The Odisha Government feels that creation of the above new divisions will sharpen focus of railway administration to improve efficient use of rail facilities for both passengers and freight customers.

## **5. Conclusion**

Railway system is one of the most important means of transportation in India. Needless to say the railway network has been one of the driving forces behind over all development and growth in the country. Odisha as a state is experiencing multi-faceted growth and in a short time has already emerged as a focal point of industrial development. The lack of required rail infrastructure has been one of the main impediments towards socio-economic growth of Odisha and concurrently has put unexpected pressures on its road infrastructure, thereby leading to various associated problems.

The future of Indian Railways and Odisha's growth story are inextricably interwoven. The next five years are critical for the State when most of the planning for industrial growth and social progress shall fructify and Odisha shall make the transition to a heavily industrialized region and an international gateway of Eastern India.

Hence, Government of Odisha recommends that there should be substantial increase in the allotment of funds for ongoing projects, sanction of new railway lines, introduction of new trains as well as re modernising Railway Stations. Completion of sanctioned new line projects, electrification and doubling, 3<sup>rd</sup> line and 4<sup>th</sup>line projects, factories and workshops are critical to the growth story of the State.

The Ministry of Railways is requested to give top priority to Odisha and create allocation of at least Rs 6,000Crores towards ongoing railway projects, new lines, doubling, 3<sup>rd</sup>line and 4<sup>th</sup>line, Dedicated Industrial Corridor, improvement of passenger amenities at stations with introduction of new trains, extensions and increase in frequency, etc. for the year 2017-18. The various demands on these sub-heads are placed at **Annexure A, B, C and D respectively and also a brief summary of demands against each project is attached as Annexure – E for favourable consideration for inclusion in the Budget for Railways for 2017-18.**

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**ONGOING PROJECTS (NEW LINES)**

The construction of following sanctioned projects is going on at a very slow pace:

<b>Sl.no.</b>	<b>Name of the Project</b>	<b>Year of Sanction</b>
1	Khurda Road–Bolangir (289 Kms)	1994-95
2	Haridaspur–Paradip (82 Kms)	1996-97
3	Angul-Dubri–Sukinda Road (104Kms)	1997-98
4	Talcher–Bimalagarh (154 Kms)	2004-05
5	Jaleswar-Digha (41 Kms)	2010-11
6	Khurda Bypass (1.61 Kms)	2015-16
7	Jeypore-Malkangiri (130 Kms)	2016-17
8	Jeypore-Nabarangpur (38 Kms)	2016-17
9	Brahmapur-Sambalpur (270 Kms)**	2016-17
10	Junagarh-Nabarangpur-Ambaguda (145 Kms)**	2016-17
11	Banspani-Barbil (17.5 Kms)**	2016-17
12	Barsuan-Banspani/Narayangarh **	2016-17

\*\*No step has been initiated on these projects included in the Pink Book of Railway Budget 2016-17

**1. Khurda Road-Bolangir (289 Kms) - Year of sanction 1994-95**

Land acquisition has been completed for 93Kms from Khurda Road end and 19 km from Bolangir end and handed over to Railways. Railway line from Khurda to Rajsunakhala (0 – 41.5 km) has also been commissioned. Government of Odisha has committed to allocate land (including private land) in the Daspalla-Bolangir stretch (112-289 KM) free of cost and share 50% of construction cost for this segment. A MoU for this purpose has been signed between Government of Odisha and Ministry of Railways on 20<sup>th</sup> July 2015. It is requested that adequate fund should be provided for this project and work should be taken up as committed in the MoU.

**2. Haridaspur-Paradip (82 Kms) - Year of sanction 1996-97**

All the land required for this project has been handed over to Railway. Construction works of major bridges have commenced. In view of the commissioning of a large number of Steel Plants in Kalinga Nagar Complex as well as future expansion plan of Paradip Port, it is essential that this rail link is commissioned without further delay. In order to tide over the financial constraints for this project, Government of Odisha has committed to take up to 26% equity in this SPV project and extend all help in early commissioning of the project. Government of Odisha and Odisha Mining Corporation (a state government undertaking) has jointly contributed Rs. 191.40 Crore towards equity contribution to Haridaspur-Paradip Rail Company in 2015-16. The pace of construction is not satisfactory. RVNL, a Railway Ministry undertaking, executing the project should make effort to complete this project within target date of December 2016.

**3. Angul-Dubri-Sukinda Road (90 Kms) - Year of sanction 1997-98**

An SPV has been set up under the aegis of RVNL for this project named "Angul-Sukinda Railway Company". All the required land has already been handed over to East Coast Railway. Like Haridaspur-Paradip project, in order to tide over the financial constraints for this project, Government of Odisha has also committed to take upto 26% equity in this SPV project and extend all help in early commissioning of the project. Government of Odisha and Odisha Mining Corporation (a state government undertaking) has totally contributed Rs 195.00 Crores towards equity in this project. The pace of construction is not satisfactory. RVNL, a Railway Ministry undertaking, executing the project should make effort to complete this project within target date of June 2018.

**4. Talcher-Bimalagarh (154 Kms) - Year of sanction 2003-2004**

The Talcher-Bimlagarh Rail Link is an important one. Once commissioned, this line will reduce the distance between Bhubaneswar-Rourkela to 308 kms (from its 440 km distance now), enabling one to travel between Bhubaneswar and Rourkela within 5-6 hours. This will bring together Odisha's two biggest metropolitan centers having immense impact on economic triggers. Ministry of Railways is requested to place funds for land acquisition in the district of Sundargarh and Deogarh district. Construction work has already commenced from Talcher end. Similarly land acquisition and construction work should also start from Bimalgarh end.

**5. Jaleswar-Digha (41 Kms) - Year of sanction 2010-2011**

No work including Land acquisition has started in this project even after 2010-11 year after the budget announcement. Ministry of Railway is requested to commence work of this project at the earliest.

**6. Khurda Bypass (1.61 Kms) - Year of sanction 2015-2016**

Land acquisition of 5.145 Acres is under progress. This bypass line is very crucial since it will iron out unnecessary delays now caused in reversing the engines on the existing tracks. It is requested to provide 20 Crores and complete the project by March 2018.

**7. Jeypore -Malkanagiri (130 Kms) - Year of sanction 2016-2017**

MoU signed between Ministry of Railways and Govt. of Odisha on Dt:10.10.2016. Executing Agency for the same is yet to be fixed by Indian Railways. Govt. of Odisha has agreed to contribute 25% of the project cost including the cost of land. Executing agency is yet to be fixed by Railways.

**8. Jeypore-Nabarangpur (38 Kms) - Year of sanction 2016-2017**

MoU signed between Ministry of Railways and Govt. of Odisha on Dt: 10.10.2016. Executing Agency is yet to be fixed by Indian Railways. Govt. of Odisha has agreed to contribute 50% of the construction cost and provide required land free of cost. Executing agency is yet to be fixed by Railways.

**9. Works has been initiated by Railways post sanctioning of the project in Railway Budget 2016-17:**

**9.1 Brahmapur-Sambalpur (270 Kms) - Year of sanction 2016-2017**

This project was sanctioned in the year 2016-17. This line will connect the hinterland of Kandhamal district which will be a major alternate route connecting Mineral Districts of Central Odisha with port of South Odisha.

**9.2 Junagarh-Nabarangpur-Ambaguda (145 Kms) - Year of sanction 2016-2017**

This project was sanctioned in the year 2016-17. This new line will connect the dead end of Junagarh with the rail network at Ambaguda, partly through the tribal district of Nabarangpur.

### **9.3 Banspani-Barbil (17.5 Kms) - Year of sanction 2016-2017**

This new line project was sanctioned in the year 2016-17. This will be supportive for minerals movement. Hence, it is requested to immediately start the project so that this small missing link can be completed by 2018.

### **9.4 Barsuan-Banspani/Narayangarh - Year of sanction 2016-2017**

This new line project was sanctioned in the year 2016-17. Hence, it is requested to immediately start the project as this line will connect multiple districts of the state.

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**NEW RAIL LINK PROJECTS**

The Ministry is requested to accord sanction for the following proposed new Railway lines during the year 2017-18.

**1. Gopalpur – Singapur Road New B.G. Line (via Padampur, Ramanguda, Bankili)**

A preliminary Engineering-cum-Traffic survey for this new Rail Link has been conducted. The proposed Rail Link traverses through the backward region of KBK districts with substantial tribal population. Though rich in natural resources, development of these areas have been hindered by lack of adequate transport infrastructure. Commissioning of the proposed Rail Link will boost industrial and commercial activities in the region and also work as a bulwark against the menace of left wing extremism. This will also provide direct access to the mineral rich hinterland of KBK districts with the Port of Gopalpur.

**2. Bhadrachalam Road (AP)–Malkangiri–Jeypore– Junagarh – Lanjigarh Road –Talcher –Bimlagarh:**

Surveys have been sanctioned for Talcher–Phulbani–Lanjigarh and Junagarh–Jeypore–Bhadrachalam Rail link which covers the above proposed rail link project. This rail link will traverse through the most under- developed part of India having sizeable tribal population. Rail connectivity will not only give impetus to socio-economic development in the area, but also bring about emotional integration of people living in these far-flung and isolated areas. It may be noted that parts of this long line has already been sanctioned, which are Jeypore- Malkanagiri & Jeypore- Nabarangpur.

- a. MoU signed between Ministry of Railways and Govt. of Odisha on Dt: 10.10.2016 for part of the project i.e. Jeypore-Malkangiri & Jeypore- Nabarangpur. Executing Agency for the same is to be fixed by Indian Railways.
- b. Nabarangpur-Junagarh:- A new line from Junagarh to Ambaguda via Nabarangpur (145 KM) has already been sanctioned by Railway Board in Pink Book 2016-17
- c. Talcher-Bimlagarh line has been sanctioned and work is in progress.



Considering the above, it is requested to sanction the balance links i.e. **Bhadrachalam-Malkangiri** and **Lanjigarh-Talcher** to complete this very important par State Railway Project.

**3. *Bargarh-Nuapada-via-Padmapur / Subarnapur – Raipur:***

Survey for this Broad-Gauge Rail link was completed in February, 2003 Ministry of Railways subsequently updated the survey. The estimated cost of the project is Rs.415.89 crore with a favorable rate of return of 18.32%. Rail infrastructure in Western Odisha is not developed adequately despite availability of huge natural resources, vast tract of land and surplus production of food grains. This B.G. Rail link will traverse through three districts namely Subarnapur, Nuapada and Bargarh. Alternately, another route i.e. Subarnapur to Raipur, capital city of Chhattisgarh may be sanctioned. This will provide shortest route (via Khurda – Bolangir line under construction) between Raipur and Bhubaneswar / Puri and also industrial belt of Chhattisgarh to ports in coastal Odisha. This will also be an alternate route for transportation of thermal coal and other minerals to Western and Northern India instead of longer route via Titlagarh. Ministry of Railways is requested to accord sanction for the new Railway line.

**4. *Puri-Konark (35 Kms.)***

Puri attracts millions of pilgrims on regular basis who visit the temple of Lord Jagannath and especially during the Holy Car Festival. The famous Sun temple is located at Konark. This monument is a world heritage site and is visited by millions of tourists every year. This link will facilitate tourists and pilgrims to visit the last leg of the Golden Triangle. Ministry of Railways is requested to accord sanction for the new line. The survey by Railways has estimated its RoR to be 11.7% and hence this may be sanctioned to give a lift to the national tourism.

**5. *Rajathgarh - Tapang Bypassing Bhubaneswar (59 Kms.)***

This rail link will provide an alternative route for movement of both freight and passenger traffic and decongest the saturated Bhubaneswar-Khurda Road-Barang Section. This rail link will also help in developing new freight and passenger terminals for greater Bhubaneswar urban area. Multi-modal logistics parks or Container Freight Stations can be set up on this corridor.

**6. *Badampahar to Keonjhar (70 Kms.)***

A survey was sanctioned by the Ministry of Railways in 2005-06. This rail link will also be an alternative route and will facilitate a direct link from the industrial belt of Kalinganagar to Jamshedpur and Northern India. It will also connect land locked states like Jharkhand, Chhattisgarh to Paradip and Dhamra Ports through a shorter route.

**7. *Talcher-Gopalpur (245 Kms.)***

The survey report of Talcher-Gopalpur Broad-gauge Rail Link was submitted to Ministry of Railways and indicated a favorable rate of return. The recent thrust of industrialization with setting up of Steel, Power and Aluminium Plants would require a dedicated Railway link between Talcher to Gopalpur for export and import of raw materials and finished products. Moreover, Gopalpur port will be developed to an all-weather port very soon. This Rail corridor will also open up new areas for industrialization.

**8. *Paradip Port-Dhamra Port (80 Kms.)***

The Ministry of Railways is requested to complete the survey works for this new rail line expeditiously and sanction the project that plans to connect both the Port cities on the eastern coast of Odisha.

**9. *Jharsuguda-Allahabad via Sundargarh, Gumla, Ambikapur, Sidhim & Nuagaon:***

The proposed rail link will traverse through the underdeveloped districts of Odisha, Chhattisgarh and Jharkhand. Lack of infrastructure has been one of the major factors for impeded industrial and economic of the region which is also bestowed with huge natural resources. Rail connectivity can usher in a new era of development in this tribal dominated area presently plagued by several problems associated with under development and poverty. This rail link shall provide a direct link to Allahabad and beyond which will greatly facilitate movement of goods and passenger traffic. Millions of pilgrims travel every year to Allahabad and other holy cities of northern India from this part of the country. The Ministry of Railways is therefore requested to complete the survey works expeditiously for the new rail link keeping in view the persistent demands of the people of these areas.

**10. *Champua-Anandpur-Jajpur Road-Dhamra:***

In order to exploit the rich mineral resources of Keonjhar District, there should be direct rail connectivity from Champua to Dhamra Port via Anandpur. This will also provide rail connectivity to important town of Anandpur. Ministry of railway is requested to take up the survey of this line.

**11. *Jajpur-Keonjhar Road-Dhamra Port via Jajpur, Aradi (95 Kms.)***

A new survey has been sanctioned by the Ministry of Railways in 2012-13 for survey of this new line. The Ministry is requested to complete the survey works for this new line expeditiously.

**12. *Short links for better connectivity:***

**13.1. *Rupsa-Burhamara to Chakulia (35 Kms.)***

Gauge Conversion between Rupsa to Bangiriposi has been completed and opened for passenger traffic. Unless this rail link is further extended to Chakulia, it will not generate substantial traffic. Once connected this rail link will serve as an alternative route and will decongest the already saturated Jamshedpur-Kharagpur and Dongaposhi-Rajkharsuan-Jamshedpur section. It will also give direct connection to the industrial belt of Jharkhand and north western Odisha to the ports of Dhamra, Kirtania and Chudamani.

**13.2. *Talcher-Angul (17 Kms.)***

This will be a direct and shortest connectivity between coal belt of Talcher and industrial township of Angul. Currently, this traffic is dealt via super saturated goods line and therefore introduction of passenger services are being difficult without affecting the coal movement. Since Talcher is the serving station for maximum coal loading for India Railways, direct connectivity to the nearest city of Angul is highly required.

**13.3. *Rupsa-Bangiriposi to Gorumahisani (35 Kms.)***

A survey has been sanctioned by the Ministry of Railways in 2005-06 which has been completed. This rail link will serve as an alternative route and also connect Mayurbhanj to Northern India directly. It will also connect to the industrial belt of Jharkhand and give access to Dhamra and Kirtania ports. Ministry of Railways is requested to accord sanction of the new Railway line.

#### **13.4. Barasuan-Banspani/Nayagarh Rail Link (40 Kms.)**

Ministry of Railways is requested to accord sanction for construction of Barasuan-Banspani/Nayagarh Link which will provide a shorter route for Steel industries of Kalinganagar/ Keonjhar area to iron ore mines of Barsuan.

#### **13.5. Jajpur-Keonjhar Road-Jajpur (30 Kms.)**

BirajaKshetra at Jajpur town is a famous place of pilgrimage in India at par with Dwaraka and Kashi. A large number of pilgrims visit the place regularly throughout the year. An RET survey for this new line has been sanctioned in the Rail Budget, 2012-13. Ministry of Railways is requested to complete the survey works expeditiously for this line keeping in view the demands of the people of the area.

#### **13.6. Baripada-Jajpur-Keonjhar Road:**

The Kaptipada Sub-division is deprived of Rail Connectivity. This Sub-division has important tourist spot of Similipal National Park & Tiger Reserve. The area is also densely populated by the ST & SC Category leaving without any progress and development. The Ministry of Railways is requested to consider sanction of survey for extension of the Rail Line from Baripada to Jajpur Road via Udala, Kaptipada, Sarat-Anandapur under South Eastern Railway Zone.

#### **13. Gunupur-Theruvalli-Rayagada New B.G. Rail Link (79 Kms.)**

A preliminary survey for extension to Theruvalli of this rail link (79 Kms) was conducted in the year 1999. The extension from Gunupur to Theruvalli will connect the hinterland i.e. KBK districts with southern Odisha and provide port connectivity to Gopalpur. The RoR was calculated to be 18.1% and hence the project was not sanctioned. In 2016, the new revised RoR of 18.1%; Ministry of Railways is requested to accord sanction to this project.

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## RAIL INFRASTRUCTURE DEVELOPMENT

### **1. Doubling, 3<sup>rd</sup> line and 4<sup>th</sup> line:**

Presently, the following doubling, 3<sup>rd</sup> line & 4<sup>th</sup> line projects are under execution in Odisha:-

#### **1.1. Doubling**

Sambalpur – Talcher, Sambalpur-Titlagarh, Raipur-Titlagarh, Banspani-Daitari-Jakhapura, Brundamal-Jharsuguda Flyover, Rajathgarh-Barang, Padapahar-Banspani-Jaruli, Bimlagarh-Dumetra,

#### **1.2. 3<sup>rd</sup> Line**

Barang – Khurda - Vizianagaram, Bhadrak-Nergundi, Bhadrak-Balasore-Kharagpur, Nergundi-Bhubaneswar-Vizianagaram, Vizianagaram-Sambalpur, Salagaon-Budhapank

#### **1.3. 4<sup>th</sup> Line**

Salagaon-Budhapank and Jharsuguda-Bilaspur

Allocation as well as expenditure of funds for these projects needs to be sharply enhanced.

### **2. Provision of goods sheds at district headquarters and up-gradation of dilapidated goods sheds:**

For greater efficiency & benefit for the people it is imperative that Railways Plan at least one goods shed at each of the district HQ stations, so that the basic requirements for these districts such as cement, food farms, fertilizers etc. are carried in bulk and efficient manner.

The goods sheds are major earning centers of Railway, but they lack in basic facilities like good road connection, proper circulation area for trucks, covered sheds, basic amenities for laborers, lighting facilities etc. More rake points should be opened to handle essential cargos like fertilizer, cement, food grains etc.

For handling of users commodities such as fertilizer, food grain etc. Good sheds with proper handling capacity & infrastructure needs to be created at the following stations:

“Kerjang, Redhakhhol, Nayagarh, Malatipatpur, Haridaspur, Charbatia, Badabardha, Jharsuguda, Koraput and Naranpur.”

The following existing good sheds also require immediate up-gradation in terms of Shed area, platform length, Service Roads etc. Some of these may also require additional goods handling line on basis of potential traffic.

Sambalpur City, Rengali, Nergundi, Bhadrak, Jagannathpur, Nawapada road, Kerjanga, Jeypore & Kesinga.

### **3. Electrification:**

Electrification for the East Coast Link between Vishakhapatnam to Kharagpur has been completed and further works have been sanctioned for electrification for Vizianagaram-Rayagada-Titlagarh-Jharsuguda as well as for Titlagarh-Raipur and Sambalpur-Angul. With the completion of electrification of the existing sanctioned works, the following feeder links and sidings need to be electrified so as to bring train operation under single traction management – Jharsuguda Road to IB, Bandamunda – Bimlagarh- Barsuan, Talcher-NTPC Kaniha, IRE siding Chhatrapur, BPSL, VAL and Aditya aluminum sidings at Lapanga, Bandamunda etc. Since most of the works have already been sanctioned by Railways, allotment of funds and execution needs to be expedited.

### **4. Multi-modal Logistics Parks:**

Ministry of Railways is requested to sanction funds for development of Multi Modal Logistics Parks and Container Freight Stations at following locations: Kalinga Nagar, Angul, Rourkela, Choudwar and Port locations of Dhamra, Gopalpur and Paradip.

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### **PASSENGER-AMENITIES**

Passenger amenities form an important part of the services extended by the Ministry of Railways. Moreover with rising expectation of travelling public improvement to passenger amenities and facilities at stations is an imperative. **High level passenger platforms, foot over bridges, proper circulation area, computerized booking and covered sheds on platforms** should be provided at all stations. At least important stations having sizeable passenger traffic should have these facilities.

#### ***1. Introduction of new trains:***

A large number of passengers from various places of Odisha travel to New Delhi, Pune, Bengaluru, Mumbai and Jaipur for business, Government duties, education, healthcare, and tourism and entertainment purposes. Existing trains for these destinations are running to the full capacity with long waiting lists.

Besides, many new services and type of trains, such as Humsafar (for the middle class), Tejas (for people in hurry), Uday/Double Deckers (for busy routes) and Antyodaya (for economically backward people) have been introduced by Ministry of Railways in the past Railway Budget but such services have not been extended to Odisha adequately.

It may be seen from the growth rate of passenger traffic that ECoR and Odisha have been registering one of the highest growth rates for passenger sector in India for railways.

Keeping in view this increasing demand and aspiration of the state, Ministry of Railways is requested to consider the following proposals for introduction of new and additional trains;

**1.1. Express/Superfast trains:**

- i. Bhubaneswar to New Delhi *via* Sambalpur– Rajdhani Express (Daily)
- ii. Nuapada/Bargarh/Bolangir to Allahbad (Daily)
- iii. Puri to Jaipur/Jodhpur (Daily)
- iv. Puri to Surat/Ahmadabad (Daily)
- v. Puri to Patna *via* Howrah (Daily)
- vi. Puri to Bhopal *via* Sambalpur/Jharsuguda (Daily)
- vii. Puri to Lokamanya Tilak Terminus (Daily)
- viii. Bhubaneswar to Mumbai/Pune–New train (Daily)
- ix. Bhubaneswar to Bengaluru– New train (Daily)
- x. Bhubaneswar to Guwahati (Daily)
- xi. Bhubaneswar to Rameswaram (Daily)
- xii. Bhubaneswar to Chennai *via* Kathpadi (Daily)
- xiii. Bhubaneswar to Sainagar Shirdi – New train (Daily)
- xiv. Bhubaneswar to Jammu Tawi *via* Chandigarh (Daily)
- xv. Bhubaneswar to Puducherry (Daily)
- xvi. Bhubaneswar to Allahabad – Superfast (Daily)
- xvii. Bhubaneswar to Rourkela *via* Kalinga Nagar- Keonjhar (Daily)
- xviii. Bhubaneswar to Koraput *via* Rayagada – New train (Daily)
- xix. Bhubaneswar to Junagarh *via* Bhawanipatna (Daily)
- xx. Rourkela to Keonjhar *via* Barbil (Daily)
- xxi. Sambalpur to New Delhi *via* Rourkela
- xxii. Puri to Tata *via* Keonjhar (Leave Puri at night and Tata in the evening)
- xxiii. Keonjhar to Howrah
- xxiv. Barbil to Vishakhapatnam *via* Keonjhar & Bhubaneswar

**1.2. Intercity Express trains:**

- i. Puri to Tata *via* Keonjhar (Daily)
- ii. Tata to Brahmapur *via* Hijli bypassing Kharagpur (Daily)
- iii. Jeypore-Koraput-Kothavalasa-Bhubaneswar(Daily)
- iv. Paralakhemundi to Bhubaneswar (Daily)
- v. Brahmapur to Puri(Daily)
- vi. Raigarh to Bhubaneswar



### **1.3. Passenger trains:**

- i. Barbil to Puri
- ii. Rayagada to Bolangir
- iii. Junagarh to Rourkela
- iv. Gunupur to Bhubaneswar

### **2. Extension of trains:**

Ministry of Railways is requested to consider the proposals for extension of following trains:

- i. Howrah - Barbil Janshatabdi Express (12021/12022) up to Keonjhar
- ii. Puri-Patna-Baidyanath Dham Express (18449/18450) up to Dehradun
- iii. Howrah – Titlagarh Ispat Express (12871/12872) up to Kantabanji
- iv. Kharagpur-Balasore Passenger (68021/68022) up to Nilgiri
- v. Baripada-Bhubaneswar Superfast Express (12891/12892) upto Puri
- vi. TataNagar-Badampahar Passenger (58101/58102) from Tata to Rourkela
- vii. New Delhi-Ranchi SamparkaKranti Express(12824/12825) up to Rourkela
- viii. Sambalpur-Rayagada Intercity Express (18301/18302) up to Visakhapatnam
- ix. Raigarh–Gondia Janshatabdi Express(12069/12070) up to Jharsuguda
- x. Bilaspur-Raigarh MEMU (68736/68738) up to Jharsuguda
- xi. Bhubaneswar-Bolangir Express (12893/12894) up to Bhawanipatna via Kesinga
- xii. Bhadrak – Bhubaneswar Passenger (58407/58408) up to Balasore
- xiii. Bhubaneswar – Vishakhapatnam Intercity (18411/18412) up to Koraput
- xiv. Vijaywada – Rayagada Passenger (57271/57272) up to Kantabanji
- xv. Baripada-Bhubaneswar Superfast Express (12891/12892) up to Puri
- xvi. Sambalpur-Varanasi Express (18311/18312) up to Allahabad & Kesinga on both sides
- xvii. Jharsuguda-Sambalpur Passenger (58136/58137) up to Titlagarh
- xviii. Amritsar-Tata Jallianwala Bagh Express (18103/18104) up to Rourkela
- xix. New Delhi-Ranchi Garib Rath Express (12877/12878) up to Rourkela

### **3. Augmentation of trains:**

Keeping in view the high level of patronization and long waiting list, the following popular trains should be augmented by additional AC and Non-AC coaches:

- 18447/18448 Hirakhand Express
- 18303/18304 Puri–Sambalpur Intercity Express
- 12893/12894 Bhubaneswar–Bolangir Intercity Express

- 11019/11020 Bhubaneswar–CSTM Konark Express
- Puri–Ahmedabad / Okha Express (18405/18406, 12843/12844 and 18401-18402)
- 12879/12880 Lokmanya Tilak (T) –Bhubaneswar Express
- 18425/18426 Puri–Durg Express
- 18407/18408 Puri – Sainagar Shirdi Express

#### **4. Sanctioning of running of coaching trains:**

##### **4.1. Bhadrak – Dhamra:**

Dhamra Port is now fully functional and is also connected through railway link, currently being utilized for freight transportation only. Ministry of Railways is hereby requested to initiate passenger services on the aforesaid rail link, similar to the commutation model adopted in other ports earlier namely Paradip and Vizag.

##### **4.2. New lines under SPV:**

The new lines Haridaspur-Paradip (82 Kms) and Angul-Dubri-Sukinda (104 Kms) are two key projects for the State. These lines will pass through the backward areas of Kendrapara, Angul, Dhenkanal and Jajpur. Government of Odisha, took initiative to form SPVs with State PSUs in order to address shortage of adequate funds and land acquisition process. It may be noted that, the people of Odisha have made huge contribution to these projects by sacrificing their lands. Considering the efforts made, Ministry of Railways is requested to sanction coaching services in these routes immediately on commissioning of the lines.

#### **5. Introduction of MEMU/DEMU services:**

Electrification work for East Coast Rail Line is completed. Ministry of Railways is requested to introduce fast moving main line MEMU trains to cater to the needs of daily commuters in the following sections.

- Bhubaneswar–Cuttack–Bhubaneswar
- Bhubaneswar–Khurda Road–Puri
- Bhubaneswar–Khurda Road–Brahmapur
- Bhubaneswar–Dhenkanal–Angul/Talcher
- Cuttack–Paradip
- Rourkela–Rajgangpur–Jharsuguda

- Bhubaneswar/Cuttack-Keonjhar

Similarly DEMU services should be introduced between Titlagarh-Sambalpur-Jharsuguda section. The stations at aforesaid places should be remodeled and upgraded modern passenger amenities should be made available for the suburban passengers/commuters.

#### **6. Coaching maintenance terminals:**

Odisha has coaching maintenance terminal only at Bhubaneswar, Puri, and Sambalpur. Bhubaneswar is landlocked and inhibits expansion. An alternate terminal should be developed at Mancheswar and expanded in order to accommodate more number of trains. Similarly the existing terminal junction at Puri to Sambalpur also needs immediate expansion to accommodate longer trains. Similarly, keeping in view surge in passenger traffic proper coaching terminals may be developed at Khurda Road, Paradip, Brahmapur, Koraput, Rayagada, Jeypore, Angul & Bolangir.

#### **7. Introduction of pantry cars in long distance trains:**

Some long distance trains originating from Odisha are not provided with pantry car services. The Ministry of Railways is requested to provide pantry car services for Puri-LTT Express (12145/12146), Puri-Tirupati Express (17479/17480), Bhubaneswar-Secunderabad Visakha Express (17015/17016), Puri-Surat (12843-12844), Puri-Kamakshya (15643-15644), Puri-Patna -Baidyanath Dham (18449-18450) Express, Puri-Valsad (22910/22909), Puri-Bikaner (14710-14709), Puri-Gandhi Dham (19454/19453), Puri-Baidyanath Dham (18449/18450), Puri-Guwahati (15639/15640), Puri-Yesvantpur (22883/84), Puri-Surat (22827/22828), Puri-Gandhi Dham (12994/12993), Puri-Lokmanya Tilak (12146/12145), Puri-Ajmer (18421/18422).

#### **8. Setting up PRS Counters:**

Passenger Reservation System (PRS) counters should be set up at the following places to meet the public demand: Dhanmandal Railway Station, Champua & Anandpur in Keonjhar district and Nurla & Lanjigarh Road Station of Kalahandi district. Moreover all the district headquarters where this facility is not available should be extended with such facility. There is a long standing demand to have an extension counter of PRS at State Assembly, which was to be considered formally.

**9. Multi-functional complexes:**

It was announced to establish multi-functional complexes at Cuttack, Brahmapur, Jharsuguda, Rayagada, Banspani, Balasore, Bhubaneswar and Sambalpur with budget hotel. These proposals are yet to be implemented. Ministry of Railways is requested to consider creation of such infrastructure at Balugaon, Haridaspur, Angul, Dhenkanal, Bolangir & Jajpur.

**10. Up-gradation of Mancheswar workshop:**

The Ministry of Railways is requested to upgrade Mancheswar Rail Workshop to an Integral Coach Factory for which infrastructure is already available.

Similarly, the Electrical/Loco Shed Workshop existing at Angul since 1992-93 may be developed into a modern facility.

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**ANNEXURE-E**

<b>SUMMARY OF BUDGET DEMAND FOR DIFERENT RAILWAY PROJECTS FOR YEAR 2017 - 18</b>		
<b>Sl. No.</b>	<b>ITEMS</b>	<b>DEMAND (Rs in Crores)</b>
<b>A</b>	<b>ONGOING / SANCTIONED PROJECTS</b>	
1	KHURDA ROAD - BOLANGIR	500
2	TALCHER - BIMLAGARH	300
3	HARIDASPUR - PARADIP	200
4	ANGUL - DUBRI - SUKINDA ROAD	200
5	BRAHMAPUR - SAMBALPUR	200
6	JALESWAR - DIGHA	100
7	JUNAGARH - NABARANGPUR - AMBAGUDA	100
8	JEYPORE - MALKANGIRI	50
9	JEYPORE - NABARANGPUR	50
10	BANSPANI - BARBIL	50
11	BARSUAN - BANSPANI / NARAYANGARH	50
12	KHURDA BYPASS	25
<b>TOTAL (A)</b>		<b>1,825</b>
<b>B</b>	<b>NEW POJECTS</b>	
1	BARGARH - PADAMPUR - NUAPADA/ RAIPUR	100
2	BHADRANCHALAM - MALKANGIRI & LANJIGARH - TALCHER	100
3	GUNUPUR - THERUVALI - RAYAGADA B.G. LINK	100
4	PURI - KONARK	50
8	RAJATHGARH - TAPANG (BYPASSING BHUBANESWAR)	50
<b>TOTAL (B)</b>		<b>400</b>
<b>C</b>	<b>DOUBLING, 3rd LINE &amp; 4th LINE</b>	
1	SAMBALPUR - TALCHER	300
2	SAMBALPUR - TITLAGARH	300
3	BANSAPANI - DAITARI - JAKHAPURA	300
4	SALAGAON - BUDHAPANK 3rd & 4th LINE	300
5	TITLAGARH - RAIPUR	200
6	KORAPUT - SINGAPORE ROAD	200
7	NIRGUNDI - BHADRAK - BALASORE - KHARAGPUR 3rd LINE	200
8	ROURKELA - BIMLAGARH	100
9	ROURKELA - JHARSUGUDA 3rd LINE	100
10	KHURDA - PALASA 3rd LINE	100
11	KHURDA - BARANG 3rd LINE	100
12	SAMBALPUR - JHARSUGUDA	50
13	BANSAPANI - JARULI - PADAPAHAD	20
14	BRUNDAMAL - JHARSUGUDA FLYOVER	20
15	RAJATHGARH - BARANG	20
16	PADAPAHAR - BANSPANI - JARULI	20

<b>SUMMARY OF BUDGET DEMAND FOR DIFERENT RAILWAY PROJECTS FOR YEAR 2017 - 18</b>		
<b>Sl. No.</b>	<b>ITEMS</b>	<b>DEMAND (Rs in Crores)</b>
<b>SUB - TOTAL (C)</b>		<b>2,330</b>
<b>D</b>	<b>ELECTRIFICATION PROJECTS</b>	
1	JHARSUGUDA - SAMBALPUR - TITLAGARH	100
2	SINGAPURAM ROAD - DAMANJODI	80
3	SAMBALPUR - ANGUL	50
4	VIZAINAGARAM - RAYAGADA - TITLAGARH	20
<b>SUB - TOTAL (D)</b>		<b>250</b>
<b>E</b>	<b>TRAFFIC FACILITIES- DEVELOPMENT OF GOODS SHEDS</b>	
1	DEVELOPMENT OF GOODS SHEDS AT ROURKELA, BHADRAK, JHARSUGUDA, SAMBALPUR, BOLANGIR, TITLAGARH, KHARIAR, KESINGA, RAYAGADA, JEYPORE, KORAPUT, REIRAKHOL, ANGUL, DHENKANAL, NIRGUNDI, MANCHESWAR, KHURDA, JAGANATHPUR	150
2	DEVELOPMENT OF MULTIMODAL LOGISTICS PARKS AT KALINGANAGAR, ANGUL, JHARSUGUDA, ROURKELA, CHOUDWAR	100
<b>SUB - TOTAL (E)</b>		<b>250</b>
<b>F</b>	<b>WORKSHOP INCLUDING PRODUCTION UNIT</b>	
1	ELECTRO LOCOMOTIVE MAINTENANCE (POH) WORKSHOP, KALAHANDI	100
2	WAGON MANUFACTURING UNIT AT SITALAPALI, GANJAM	50
3	SKILL DEVELOPMENT CENTRES (KORAPUT, MALKANGIRI, BOANGIR, KALAHANDI & NABARANGPUR)	30
4	MEMU MAINTENANCE FACILITY AT KHURDA	20
5	SLEEPER MANUFACTURE IN KANTABANJI	15
<b>SUB - TOTAL (F)</b>		<b>215</b>
<b>G</b>	<b>ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES</b>	
		<b>150</b>
<b>H</b>	<b>PASSENGER AMENTITIES</b>	
1	PASSENGER AMENITIES IN ALL STATIONS INCLUDING AUTOMATIC TICKETING, CIRCULATION AREA, PLATFORM SHELTERS, TOILETS ETC.	150
2	DEVELOPMENT OF MODERN STATION AT BHUBANESWAR NEW & 11 OTHER IDENTIFIED STATIONS	150
3	COACHING TERMINALS	100
4	ADARSH STATIONS AND MULTIFUNCTIONAL COMPLEXES	50
<b>SUB - TOTAL (H)</b>		<b>450</b>
<b>GRAND TOTAL (A+B+C+D+E+F+G+H)</b>		<b>5,870</b>