

A 12 year railway budget plan for new lines and gauge conversion in Orissa (April 9, 2006)

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Old days: For a long time the main broad gauge passenger routes in Orissa were the routes of Howrah-Kharagpur-Balasore-JajpurRd-Bhubaneswar-KhurdaRd-Berhampur-Visakhapatnam, Howrah-Tata-Rajkharswan-Rourkela-Jharsuguda-Bilaspur, Jharsuguda-Sambalpur-Balangir-Titlagarh, Raipur-Titlagarh-Rayagada-Vijainagaram, Kirandul-Jeypore-Koraput-Visakhapatnam, KhurdaRd-Puri, Cuttack-Talcher, and Cuttack-Paradeep. The above left huge parts of Orissa not properly connected (through rail) to the state capital Bhubaneswar, as well as between themselves.

Recent progress: In the last 11 years the following lines have been completed in Orissa which have improved the connectivity situation.

- 164 kms long Koraput-Raygada (Dec 1995) - new line
- 174 kms long Talcher-Sambalpur (Aug 1998) - new line
- 52 kms long Rupsa-Baripada (Sept 2005) - conversion to broad gauge

The above lines have led to multiple short connections between Bhubaneswar and Sambalpur through Talcher and Anugul, connection between Koraput and Howrah through Rayagada, connection between Koraput and Bhubaneswar via Rayagada and a proposed train between Baripada and Bhubaneswar.

This year the following line is scheduled to be completed.

- 155 kms long Daitari-Bansapani (scheduled - 2006/07) - new line

The completion of the above will result in rail coming to Keonjhar and connecting it to big parts of Orissa, as well as reducing the distance between Jharkhand and Paradeep port.

Future plan: Based on the recent progress, recent railway budget allotment for new rail lines and gauge conversion in Orissa, and the needs of Orissa both with respect to the avalanche of industrial activity as well as with respect to connecting various parts of Orissa, we propose the following time table with a detailed budget break up. We have assumed a conservative estimate of budget increase over the years. The main principle that we follow is that every year 1-2 projects get a big chunk of the funds so that at least one line gets completed every year. In particular, *after 2006, when the current focus of Bansapani-Daitari (which has a budget of 156 crores in 2006) will be finished, big*

chunks should be allocated to the three big projects of KhurdaRd-Balangir, Angul-Sukinda and Talcher-Bimlagarh and the smaller projects of Nuapada-Gunupur, Haridaspur-Paradeep, Baripada-Bangiriposi and LanjigarhRd-JunagarhRd should be finished one at a time. This will lead to the following schedule.

- 2007 [90 kms] Nuapada-Gunupur (conversion to broad gauge)
- 2008 [82 kms] Haridaspur-Paradeep (port connectivity using private funds)
- 2008 [37 kms] Baripada-Bangiriposi (conversion to broad gauge)
- 2009 [56 kms] LanjigarhRd-Bhawanipatna-Junagarh
- 2010 [90 kms] Angul-Duburi-Sukinda Rd (to support industry)
- 2012 [290 kms] KhurdaRd-Balangir (connectivity to Orissa hinterland)
- 2013 [154 kms] Talcher-Bimlagarh (will reduce Bhubaneswar-Rourkela distance drastically)
- 2014 Gunupur-Theruvalli (shorter connection to Rayagada and Koraput)
- 2014 Chakulia-Buramara (or alternative to connect to Howrah-Mumbai line)
- 2015 [45 kms] Nabrangpur-Jeypore (KBK connectivity)
- 2016 Jaleswar-Digha (Tourism)
- 2017 Junagarh-Nabarangpur (KBK connectivity)
- 2017 [128 kms] Jeypore-Malkangiri (KBK connectivity)
- 2017 [30 kms] Puri-Konark (Tourism)
- 2020 [120 kms] Baragarh-Nawapara Rd (KBK connectivity as well as shortening the distance between Sambalpur and Raipur thus enticing some of the Kolkata-Mumbai trains to go via Sambalpur.)

In the above list except Haridaspur-Paradeep all the other connections are based on regular Railway budget. A big part of the cost for the Haridaspur-Paradeep line will be covered by private sources. Similarly, using special resources (such as world bank loans, loans from Japan, private money and special initiatives such as the freight corridor initiative) the following projects should be initiated and completed in the next 10-15 years.

- Start working on Bhubaneswar-Cuttack metro and circular railway by 2015
- Various port connectivity projects (perhaps as part of the freight corridor)
 - Bhadrakh-Dhamara
 - JajpurRd-Dhamara
 - Rayagada-Gopalpur
 - Phulbani-Berhempur [175kms]
 - Talcher-Gopalpur [245kms]

We now give a detailed budget break-up of the next 12 years that illustrates how the above can be achieved. In our budget break-up we have assumed minimal annual increase in the budget and assumed the 2006 estimate of the cost. Over the years that estimate will increase. We assumed that such increase will be balanced by similar increase in the budget.

Lines	Latest total ant. cost (2006)	2004,2005, 2006 Outlay/ Balance to complete work	Proposed 2007 Outlay/ Balance	Proposed 2008 Outlay/ Balance	Proposed 2009 Outlay/ Balance	Proposed 2010 Outlay/ Balance	Proposed 2011 Outlay/ Balance
Daitari-Keonjhar-Bansapani		128,X, <u>156/</u> Done	Done	Done	Done	Done	Done
Nuapada-Parlakimidi-Gunupur--Theruvalli	91	5,X, <u>34/</u> 24	24/ done	Done	Done	Done	Done
			2	5	10	10	40
Haridaspur-Paradeep	572	20,X, <u>44/</u> 500	50	50/Done (With private funding)	Done	Done	Done
Rupsa--Baripada Bangiriposi – Gurumahis * Ch-Buramara	116	X,X, <u>16/</u> 47	20/27	27/ done	Done	Done	Done
			2	5	10	10	40
Lanjigarh Rd-Bhawanipatna – Junagarh - Nabarangpur-Jeypur--Malkangiri	120	8,X, <u>19/</u> 71	23/48	24/24	24/ done	Done	Done
				2	2	5	10
					5	5	25
					2	5	10
Khurda Rd-Balangir	700	10,X, <u>23/</u> 630.5	80/551	100/451	100/351	110/241	120/121
Angul-Duburi-Sukinda Road	344	20,X, <u>20/</u> 323	50/283	50/233	110/123	123/done	Done
Talcher-Bimalgarh	727	5,X, <u>10/</u> 712	80/632	80/552	100/452	100/352	120/232
Jaleshwar-Digha						2	10
Others		3,X,0	5	10	10	10	15
Total budget on new lines and gauge conversion		199,X, <u>322</u>	336	353	373	380	390

Lines	Latest total ant. cost	Proposed 2012 Outlay/ Balance	Proposed 2013 Outlay/ Balance	Proposed 2014 Outlay/ Balance	Proposed 2015 Outlay/ Balance	Proposed 2016 Outlay/ Balance	Proposed 2017 Outlay/ Balance
Gunupur-Theruvalli		40	80	120/done	Done	Done	Done
Chakulia-Buramara		40	80	120/done	Done	Done	Done
Junagarh-Nabarangpur		10	20	30	60	140	200/done
Nabarangpur-Jeypur -45km		20	30	50	80/done	Done	Done
Jeypur-Malkangiri - 128km		20	20	30	120	120	100/done
Khurda Rd-Balangir		121/done	Done	Done	Done	Done	Done
Talcher-Bimalgarh		110/122	122/done	Done	Done	Done	Done
Jaleshwar-Digha		15	20	30	80	80/done	Done
Keonjhar-Badampahar							
Puri-Konark (30km)			5	5	20	30	60/done
Baragarh-NawaparaRd (120km)			5	5	20	20	40 (by 2020)
Others		20	20	20	40	40	40
Bhadrak-Dhamara							By 2010 private
JajpurRd-Dhamara							Port access
Rayagada-Gopalpur							Port access
Phulbani-Berhempur (175km)							Port access
Talcher-Gopalpur (245km)							Port access
BBSR/CTC metro/circular railway)							Start by 2015 (loans)
Total budget on new lines		396	402	410	420	430	440

