

Start Gorakhpur Metro work in 6 months: UP CM Yogi Adityanath

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LUCKNOW: CM Yogi on Tuesday directed the urban development department officials to start work on the Gorakhpur metro lite project within six months. The development came less than a week after the EIB officials announced their interest in funding the project. A tweet from CMO handle read, "Kashi, Meerut, Gorakhpur, Bareilly, Jhansi and Prayagraj are to be connected by metro rail service. The necessary process should be completed. Prepare to start work of Gorakhpur metro lite project in six months. (sic)"

According to official sources, the Gorakhpur metro lite project is awaiting central cabinet approval. The state cabinet and Public Investment Board (PIB) chaired by the Union finance secretary and expenditure in New Delhi

had already approved the first phase of the project.

The project will have 14 elevated stations on a 15.14 km stretch in the first phase metrolite, which covers Gorakhnath Mandir, Gorakhpur Railway Station, Gorakhpur university and newly commissioned AIIMS. According to sources, the estimated cost of the first phase is Rs 2,670 crore -- which means per km cost of the project is about Rs 167.8 crore due to elevated stations. The project is estimated to be complete by 2024 and would cater to 15.75 lakh estimated population.

The project is being funded by an equity contribution from the central government and the state government in equal proportion of 16.32 % i.e. equal to Rs 662 crore with a subordinate debt for central taxes in equal proportion of 3.68 % i.e. equal to Rs 149 crore. Besides this, a contribution by the local bodies of Rs 200 crore along with a soft loan of Rs 2233 crore from the funding agencies is being done for this project. "The 50% of the funding which would be through loan will be taken from European investment bank (EIB), which has funded Lucknow and Kanpur Metro projects.

Approval for Agra metro and Gorakhpur metrolite project is awaited from EIB," said a source. Gorakhpur Metro is an advanced Light Rail Transit (LRT) project which will be different from the traditional rolling stocks; it will have only three cars (with 200 passengers per coach capacity) with a 12 ton load on axle with a width of 2.65 meters. Small stations have been considered as the most optimal solution for these two full elevated corridors.