

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 3306
ANSWERED ON 28.03.2025

STATUS OF DEDICATED FREIGHT CORRIDORS

3306 SHRI HARIS BEERAN:
SHRI NEERAJ DANGI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status of the Dedicated Freight Corridors and their expected completion timelines;
- (b) the impact of these corridors on freight transportation efficiency and logistics costs;
- (c) the financial outlay allocated for railway infrastructure expansion in Financial Year 2025; and
- (d) whether the Ministry has any initiative to take up any infrastructure development at unused land of 300 acres in Kanjkode, Palghat district in Kerala?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

(a) to (d): Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). Out of total 2843 kms, 2741 route kms (96.4%) has been commissioned and operational. The work on balance section has been taken up.

Dedicated Freight Corridor (DFC) Project has positive impact on transportation and logistic sector as it enabled enhanced movement of Double Stack Container (DSC) trains, higher axle load trains, faster access of northern hinterland by Western Ports and development of new terminals/linkages with industries along the DFC. The Eastern DFC mostly caters to mineral traffic from Eastern India. These developments enabled reduction in logistic cost.

DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. Traffic on DFC in 2024-25 (till Feb.2025) has reached to 352 average trains per day. In Feb. 2025, 371 average trains per day were run. As a result, Railways have been able to run additional goods and coaching services over its network with better punctuality.

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The Average Annual Budget allocation for New Line, Gauge Conversion and Doubling Projects across Indian Railways is given below:

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹ 11,527 crore/year	-
2024-25	₹ 68,634 crore	Nearly 6 times

Vacant Railway Land is utilised for creating infrastructure like multi tracking, freight terminals, workshops, etc for operational needs. The surplus vacant railway land which is not required for operational purpose in near future is entrusted to Rail Land Development Authority for commercial development. About 228.85 acres of vacant railway land is available at Kanjikode, Palghat District in Kerala. The vacant railway land at Kanjikode, Palghat District in Kerala has been kept reserved for future development/ operational need.

Further, to improve connectivity 08 projects (02 new line and 06 doubling) of total length 419 Km, costing ₹ 12,350 crore, falling fully/partly in the State of Kerala are in different stages of planning/sanctioning/execution, out of which 26 Km length has been commissioned and an expenditure of ₹ 3,046 crore has been incurred upto March' 2024. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Balance to complete	Expenditure upto March 2024 (Rs. in Crore)
New line	02	146 Km	0 Km	146 Km	304
Doubling/ Multi tracking	06	273 Km	26 Km	246 Km	2,742
Total	08	419 Km	26 Km	393 Km	3,046

In last three years (i.e. 2021-2022, 2022-2023, 2023-24 and current Financial Year i.e. 2024-25, total 8 Nos. of Surveys (2 New Line and 6 Doubling) falling fully/partly in the State of Kerala having a total length of 993 Km have been sanctioned and survey work has been taken up.

Since 2014, there has been substantial increase in fund allocation in State of Kerala as under:-

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹ 372 crore/year	-
2025-26	₹ 3042 crore	more than 8 times

Execution of important infrastructure projects falling fully/partly in the State of Kerala is held up due to delay in land acquisition. Status of land acquisition in Kerala is as under:

Total Land required for Projects in Kerala	475 Ha
Land Acquired	66 Ha (14%)
Balance Land to be acquired	409 Ha (86%)

Support of government of Kerala is needed to expedite the land acquisition.

Details of some major projects which are delayed due to land acquisition are as under:-

Land acquisition status in major Projects of Kerala					
Sl. No.	Name of Project	Total Status of Land (Ha)			Amount deposited with State govt. (Cr)
		Total Scope	Total Acquired	Total Pending	
1	Trivandrum-Kanyakumari Doubling	40	33	7	1312
2	Eranakulam- Kumbalam Doubling	4	2	2	262
3	Kumbalam-Turavur Doubling	10	6	4	248
4	Angamali - Sabarimala new line	416	24	392	282

Government of India is geared up to execute projects, however success depends upon the support of Govt. of Kerala
