GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1722
ANSWERED ON 13.02.2026

NATIONAL RAIL PLAN 2030 AND MODERNIZATION PROGRAM

1722# SHRI PRADIP KUMAR VARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) the progress achieved through the National Rail Plan–2030, Dedicated Freight Corridors (DFCs) and high-speed rail in terms of network expansion, freight efficiency, passenger services and infrastructure modernisation;

(b) the achievements attained through railway electrification, expansion of Vande Bharat services and station redevelopment in green transport, modern rolling stock and amenities;

(c) the improvements in accident prevention and system reliability through rail safety modernisation measures, 'Kavach' system and track renewal; and

(d) the success achieved in enhancing passenger convenience, revenue generation and operational efficiency through digital ticketing, freight development initiatives and Public– Private Partnership (PPP) models?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d) During last 11 years Indian Railways has undertaken a large number of capacity augmentation, network expansion and infrastructure modernisation projects across the country to meet the growing demand for passenger and freight transportation.

Network Expansion and Capacity Augmentation:

The details of commissioned/laying of new track across Indian Railways is given below:

Period	New Track Commissioned	Average Commissioning of New Tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.6 Km/day (more than 2 times)

As on 01.04.2025, across Indian Railways, 431 railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling projects) of total length 35,966 km, costing approximately ₹6.75 lakh crore are sanctioned. The summary is as under:

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Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (km)	Total Exp. upto Mar'25 (₹ in Cr)
New lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling/ Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

Zone-wise and year-wise details of all railway projects are available in the public domain on the Indian Railways website.

Dedicated Freight Corridors (DFC):

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). The work on EDFC has been completed and commissioned. In WDFC, 1404 RKm out of total 1506 RKm has been completed and commissioned. The balance work on WDFC from Vaitarna-JNPT section (102 Rkm) has been taken up.

DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. Presently, 406 average trains per day are being run on these corridors.

High Speed Rail:

The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution with technical and financial assistance from Government of Japan. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Gujarat:

Item	Progress
Foundation	352 kms.
Piers	352 kms.
Girder Casting	342 kms.
Girder Launching	331 kms.
Track Bed Construction	152 kms.
OHE Masts Erection	121 kms.

Maharashtra:

Item	Progress
Foundation	74 kms.
Piers	65 kms.
Girder Casting	9 kms.
Girder Launching	3 kms.

Out of total 12 stations, foundation works has been completed at 8 stations (Vapi, Bilimora, Surat, Bharuch, Anand, Vadodara, Ahmedabad, and Sabarmati). In Maharashtra section, foundation work is in progress at 3 stations (Thane, Virar, Boisar) and excavation work at BKC station is near completion and Casting of base slab started.

17 river bridges have been completed. Work is in advance stage for 4 major river bridges (Narmada, Mahi, Tapti and Sabarmati) in Gujarat & in progress in 4 river bridges in Maharashtra. Work on Depots (Thane, Surat and Sabarmati) is in full swing.

Civil works at Bandra Kurla Complex (BKC) are in progress. Excavation works have achieved about 91% progress, and concreting works are at various stages, with 100% completion of the basement slab at Level-4. The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

Bullet train project is a very complex and technology intensive Project. Timelines for the completion of the project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signalling, Telecommunication and supply of Train sets.

Railway Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified and electrification for remaining network has been taken up.

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Electrification carried out during 2014-25 and before 2014 is as under:

Period	Route Kilometer Electrified
Before 2014	21,801 km
2014–25	46,900 km

Electrification of railway tracks reduces dependency on fossil fuels, decreases diesel consumption resulting in lower carbon emission, electrification enables better haulage capacity and higher train speeds, leading to reduced travel time and enhanced efficiency.

Indian Railways has envisioned to become net zero carbon emitter by 2030. In addition to electrification, the following initiatives have been taken:

- Installation of solar plants (both on rooftops and on land) and wind power plants.
- Indian Railways has taken up a project of running its first Hydrogen Powered train, which will be the world's most powerful hydrogen train, with power of 2400 KW and having a 10 coaches' configuration.
- Introduction of 3-phase propulsion system with regenerative braking.
- Conversion of End on Generation (EOG) trains into Head On Generation (HOG) trains to reduce diesel consumption, air and noise pollution.
- Provision of energy efficient Light Emitting Diode (LED) lighting in all Railway installations including stations, service buildings, residential quarters and coaches for reduction in electricity consumption.
- Green Certifications & Environment Management System Certifications of industrial units, railway stations and other railway establishments.
- Afforestation to absorb carbon emissions and combat climate change.
- System for effective waste management, including disposal, of waste generated at Railway stations, catering units and coaches in place."

Vande Bharat Services:

Indian Railways, with a view to improve travel experience of the passengers, have introduced indigenously designed and manufactured Vande Bharat trains with modern coaches, advanced safety features and passenger amenities. These new Vande Bharat Trains have following features:

(a) Fitted with KAVACH.
(b) Jerk Free Semi-Permanent couplers.
(c) Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
(d) Emergency Alarm Push buttons and Talk Back Units on all Coaches.

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(e) Improved fire safety – Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
(f) Higher acceleration with design/operating speed of 180/160 KMPH.
(g) Driver-Guard communication with voice recording facility &Crash hardened memory.
(h) Air conditioning units with indigenously developed UV-C lamp based disinfection system.
(i) Better Ride Comfort.
(j) CCTVs in all Coaches.
(k) For Divyangjan passenger's special lavatory in the driving coaches on each end.
(l) Coach condition monitoring System (CCMS) display with remote monitoring.

As on 05.02.2026, 02 Vande Bharat Sleeper Express and 164 Vande Bharat train services (Chair Car) are being operated on the Indian Railways network. In addition to Vande Bharat Services, 54 Amrit Bharat Express services and 4 Namo Bharat Rapid Rail services are in operation.

Station Redevelopment:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,337 stations have been identified for development under the Amrit Bharat Station Scheme. Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Till now, works have been completed at 172 stations. Names of stations completed so far are as following:

Alnavar, Amb Andaura, Ambikapur, Amgaon, Anandpur Sahib, Anara, Ayodhya Dham, Badami, Bagalkot, Baijnath Paprola, Balrampur, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhanupratappur, Bhilai, Bhind, Bijnor, Bimalgarh, Bommidi, Bundi, Chanda Fort, Chalakudi, Changanassery, Chennai Park, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Cuttack, Dakor, Derol, Deshnoke, Devlali, Dharwad, Dhule, Dongargarh, Fatehabad, Fatehpur, Fatehpur Shekhawati, Gadag, Gangapur City, Godda, Godhra Jn., Gogameri, Gokak Road, Gola Gokarnath, Gomti Nagar, Govardhan, Govind Garh, Govindpuri, Govindpur Road, Hafizpeta, Haibargaon, Haldia, Hapa, Harpalpur, Hathras City, Hodal, Idgah Agra Jn., Izzatnagar, Jaisalmer, Jam Jodhpur, Jam Wanthali, Joychandi Pahar, Junnor Deo, Kakinada Town, Kalyani Ghoshpara, Kamakhyaguri, Kanalus Jn., Karaikkudi Jn., Karamsad, Karimnagar, Katni South, Kedgaon, Khairthal, Khambhaliya, Khalilabad, Koppal, Kosamba Jn., Kulitturai, Kuttipuram, Lasalgaon, Limbdi, Lohardaga, Lonand Jn., Mahe, Mahuva, Mailani, Mandal Garh, MandawarMahwa Road, Madhupur, Manaparai, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, M.C.S. Chhatarpur, Mithapur, Morappur, Morbi, Muktsar, Munirabad, Muri Jn., Murtizapur Jn., Nainpur Jn., Nandura, Narmadapuram, Netaji Subhash Chandra Bose Itwari Junction, Okha, Orchha, Palitana, Panagarh, Panki Dham, Parel, Parlakhemundi, Pirpainti, Piska, Pokhrayan, Pollachi Jn., Polur, Porbandar, Rajgarh, Rajmahal, Rajula Jn., Ramghat Halt, Rayanpadu, Saharanpur Jn., Sahibzada Ajit Singh Mohali, Sahebgunj, Samakhiyali, Samalpatti, Sanchi, Sankarpur, Savda, Seoni, Shahad, Shajapur, Sholavandan, Shoranur Jn., Shridham, Siddharth Nagar, Sihor Jn., Siuri, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St.Thomas Mount, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Thawe, Thiruvarur Jn., Tiruvannamalai, Tuni, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vidisha, Vriddhachalam Jn., Wadakancheri, Warangal.

Good progress has been achieved at the stations where works have been taken up and progress of some of these stations is given below:

- **Tirupati station:** The structural works of the new second entry (south side) station building and air concourse have been completed. The structural works of the new main entry (north side) station building, finishing works at south side station building, air concourse, platform shelters, lift, escalators have been taken up.

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- **Nellore station:** The structural works of station buildings on both sides and air concourse have been completed. The works of subway extension, construction of sewage treatment plants, overhead water tank and finishing works of station buildings and air concourse have been taken up.
- **Puri Station:** The structural work of the new station building has been completed. The works of development of the circulating area and finishing works of the new station building have been taken up.
- **Kota Junction station:** The structural works of the front departure hall, front arrival hall, rear side station building have been completed. The works of finishing of new station building, construction of air concourse, through roof work, platform refurbishment and circulating area development have been taken up.
- **Bhubaneshwar station:** The structural work of the West side and East side station building, structural work of air concourse, construction of sewage treatment plant and underground sump tank have been completed. The works of elevated driveway, extension of Foot Over Bridge, platform refurbishment, lifts, escalators and finishing works have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Further, development / upgradation / modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head–53 ‘Customer Amenities’. The details of allocation and expenditure under Plan Head–53 are maintained Zonal Railway-wise and not work-wise or station-wise or state-wise. The fund allocation of ₹ 12,120 crore has been made for the financial year 2025-26 under Plan Head–53 and expenditure (up to December, 2025) of ₹ 9,660 crore has been incurred so far.

Safety:

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents on Indian Railways.

Number of Consequential Train Accidents has reduced as shown in the table below:

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Year	Consequential Accidents
2014-15	135
2025-26 (Till date)	12 (90% lesser)

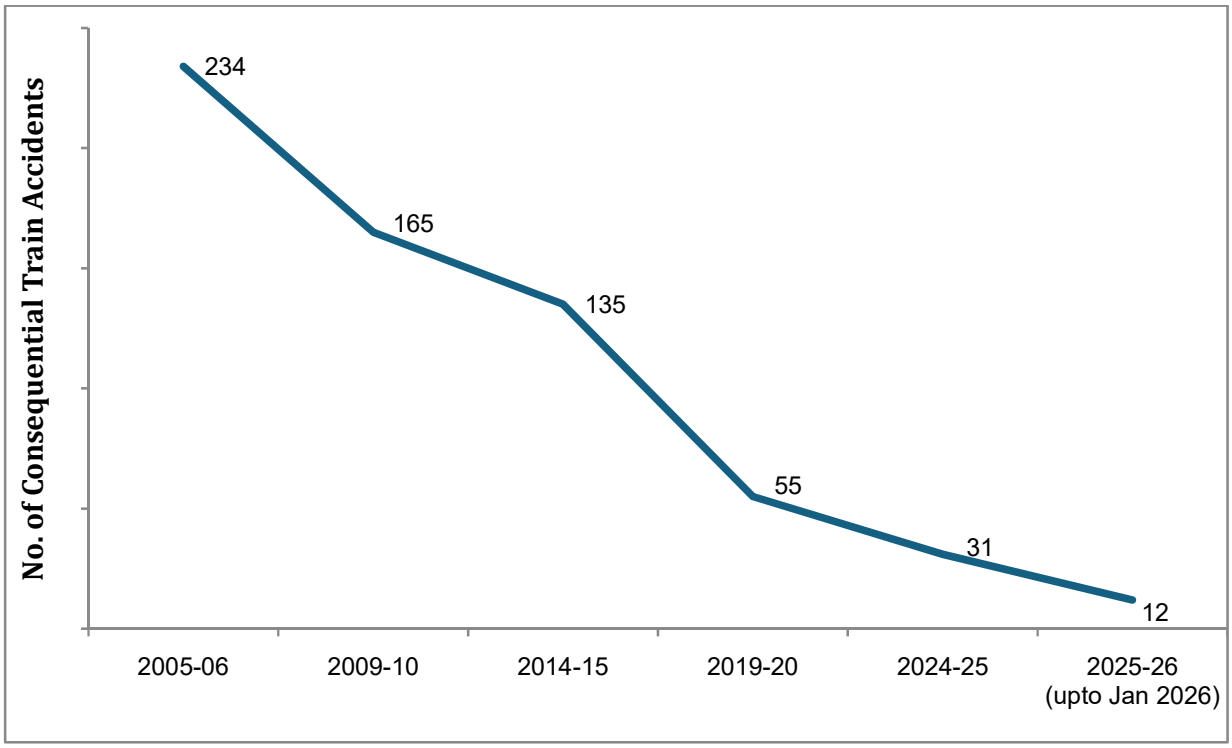
Another important index showing improvement in safety in train operations is Consequential Accidents Index, the details of which are as under:

Consequential Accident Index:

Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



The various safety measures taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14	2022-23	2023-24	2024-25	2025-26
39,200	87,336	1,01,662	1,14,022	1,17,693

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,660 stations up to 31.12.2025 to reduce accidents due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,097 Level Crossing Gates up to 31.12.2025 for enhancing safety at LC Gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,665 stations up to 31.12.2025.
5. **Kavach** is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

   After extensive and elaborate trials, Kavach version 4.0 has been successfully commissioned on 1297 Route Kilometres, covering the high-density Delhi - Mumbai and Delhi - Howrah routes. On the Delhi - Mumbai route Kavach version 4.0 has been commissioned on Junction cabin - Palwal - Mathura - Nagda section (667 Rkm) & Ahmedabad - Vadodara - Virar section (432 Rkm) and on the Delhi - Howrah route on Gaya – Sarmatanr (93 Rkm) and Bardhaman - Howrah section (105 Rkm).

   Progress of key items of Kavach on High density routes including Delhi– Mumbai & Delhi–Howrah corridors are as under:

SN	Item	Progress
i	Laying of Optical Fibre Cable	8570 Km
ii	Installation of Telecom Towers	938 nos
iii	Station Data Centre	767 stations
iv	Installation of Track side equipment	5672 RKm
v	Provision of Kavach in Loco	4154

6. Detailed instructions on issues related with safety of Signaling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.

7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.

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8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.

9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.

10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.

11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.

12. Mechanization of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.

13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.

14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.

15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.

16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).

17. Patrolling of railway tracks to look out for weld/rail fractures.

18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.

19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.

20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.

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21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.

22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.

23. Replacement of conventional ICF design coaches with LHB design coaches is being done.

24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.

26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.

28. Regular counselling and training of staff is undertaken.

29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

Passenger Convenience:

With a view to promote digital modes in ticketing, dynamic QR codes have been enabled across all Counters of Indian Railways. The facility to book reserved as well as unreserved tickets has been provided on RailOne app which has been launched recently. This, in effect, brings the Passenger Reservation System (PRS) facility to passengers' palm. The RailOne App has advanced security and privacy measures.

The App combines all the public facing services of Indian Railways like reserved ticketing, unreserved ticketing and platform ticketing, train enquiry, PNR enquiry, Rail Madad, etc. into a single platform.

The users can avail all these services in integrated manner through single login. The RailOne App can be downloaded from Android Play Store and Apple App Store and registration is user friendly. During 2025-26 (upto December, 25), more than 90% of reserved tickets and more than 38% of unreserved tickets have been booked through digital means.

Freight development initiatives:

Gati Shakti Multi-Modal Cargo Terminals (GCT)

In order to boost investment from industry in development of additional terminals for handling rail cargos, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. The Gati Shakti Cargo Terminals (GCTs) are being developed by private players and can be developed on non-Railway land or fully / partially on Railway land. The location of GCTs is being decided on the basis of demand from industry and potential of Cargo traffic. So far, 124 GCTs have already been commissioned with an estimated traffic capacity of 198million tonnes per annum (MTPA).

Joint Parcel Product-Rapid Cargo Service (JPP-RCS) scheme

This scheme offer tailor–made logistics to meet specific needs of the customer and provide door-to-door parcel services. Under the scheme, provision has been made for online booking of parcel space in these services through Aggregators (in addition to India Post) on 'Virtual Aggregation Platform (VAP)'.

Freight rationalization & adoption of various freight incentive schemes

- Introduction of Gross Tonne Kilometre based haulage rate for Bulk Cement in Tank Containers.
- Cargo Aggregator Transportation Product to promote Fast- Moving Consumer Goods (FMCG), White Goods, Electronics, Automotive Components, etc.
- Liberalised Automatic Freight Rebate Scheme in Traditional Empty Flow Directions.
- Concession on Short lead traffic.
- Discount in freight to Fly Ash /Bed Ash traffic booked in Open/flat Stock & covered wagons.
- Rationalisation of Haulage rate of Automobile traffic.
- Promotion of Bamboo Traffic in North Eastern Regionby granting exemption from levy of Busy Season Charge (BSC).
- To enhance the capacity of the automobile stock, various new wagons have been introduced such as ACT I, ACT II, ACT III, NMGHS, etc.
- Discount on empty haulage of containers transporting Chemical Gypsum and Tiles traffic,
- Classification of new commodities such as Potassium Sulphate, Ammonium Bicarbonate Food Grade, RUF Pitch, Liquefied Isobutylene, Liquefied Ethane, etc.

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Public - Private Partnership models:

Ministry of Railways has formulated a Participative Policy, 2012 to encourage the private participation in developing rail connectivity by associating strategic partners and other investors. The policy encompasses five Public Private Partnership models such as Non-Government Rail (NGR), Joint Venture (JV), Customer funded model, BOT and BOT-annuity models. State Governments/Local bodies may also participate as potential stakeholder for the development of new lines/gauge conversion project under the participative policy of MoR. Realizing the need to attract more PPP projects in the railways, the Board has decided to add two more models, i.e. Development Partner (DPM) and Hybrid Annuity (HAM).

The PPP mode has been quite successful in Railways, especially in providing last mile rail connectivity to many ports and industrial clusters. So far, 18 projects worth ₹16,636 cr. involving network capacity augmentation have been completed and 07 Projects worth Rs 16,334 Cr. are under implementation.

Further, Rani Kamalapati Station in the State of Madhya Pradesh has already been developed and commissioned under the Public-Private Partnership (PPP) model. At present**,** 15 stations have been identified for redevelopment under the PPP model. Of these, the proposal for redevelopment of Vijayawada Railway Station has been approved by the competent authority under the PPP (Design, Build, Finance, Operate and Transfer – DBFOT) mode, and bids have been invited for the project. The remaining 14 stations are presently under various stages of master planning and financial modelling.

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