

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 3922
ANSWERED ON 27.03.2026

RAILWAY EARNINGS AND BUDGET ALLOCATION TO ODISHA

3922 SHRI SUBHASISH KHUNTIA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have compiled year-wise data on gross earnings generated from freight and passenger operations in Odisha during the last five years, if so, the details thereof and if not, the reasons therefor;
- (b) whether year-wise budgetary allocations to Odisha for railway projects have been assessed against such earnings, if so, the findings thereof;
- (c) whether any gap has been observed between revenue contribution and project allocation; and
- (d) if so, the reasons for such disparity and the corrective measures proposed in this regard?

ANSWER

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

(a) to (d):

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Odisha is as under:

Period	Outlay
2009-14	₹ 838 Cr./year
2025-26	₹ 10,599 Cr. (Nearly 13 times)

Odisha is covered under the jurisdiction of East Coast Railway (ECoR), South Eastern Railway (SER) and South East Central Railway (SECR). The total revenue generated & total expenditure incurred in these zonal railways during FY 2024-25 is as follows:

(₹ in crore)

Zonal Railway	Revenue	Total Expenditure
ECoR	23,796	26,254
SER	19,448	26,076
SECR	20,931	20,941

Further, the segment-wise Earnings and source-wise Expenditure details for Zonal Railways are available in the Annual Statistical Statements on Indian Railways website.

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Odisha during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks per year
2009-14	267 Km	53 Km
2014-25	2,150 Km	195 Km (More than 3.5 times)

Project Sanctioned:

As on 01.04.2025, 49 projects (19 New Lines and 30 Doubling), of a total length of 4,010 Km, costing ₹ 67,496 crore, falling fully/partly in Odisha, are sanctioned, out of which 1,429 Km length has been commissioned and an expenditure of ₹28,043 crore has been incurred upto March' 2025.

The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	19	1,544	256	6,270
Doubling/Multi-tracking	30	2,466	1,173	21,773
Total	49	4,010	1,429	28,043

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in Odisha are as under:

S. No.	Name of Project	Cost (In Crores of ₹)
1	Daitari-Banspani New Line and Jakhapura-Haridaspur 3 rd Line (179 Km)	1,317
2	MCL siding from Jharsuguda - Sardega New Line (53 Km)	1,598
3	Haridaspur-Paradeep New Line (82 Km)	2,397
4	Angul-Sukinda New Line (104 Km)	2,834
5	Champa-Jharsuguda 3 rd Line (152 Km)	1,227
6	Sambalpur-Titlagarh Doubling (182 Km)	2,262
7	Rourkela-Jharsuguda 3 rd Line (101 Km)	1,313

S. No.	Name of Project	Cost (In Crores of ₹)
8	Banspani-Daitari-Tomka-Jakhapura Doubling (164 Km)	1,827
9	Sambalpur-Talcher Doubling (174 Km)	1,539
10	Raipur - Titlagarh Doubling (203 Km)	1,171
11	Jharsuguda-Sardega Doubling (50 Km)	3,200

Ongoing Projects:

Further, some of the main projects falling fully/partly in Odisha which have been taken up are as under:

S.No.	Name of Project	Total Cost (In Crores of ₹)
1	Junagarh-Nabarangpur New Line (116 Km)	2,865
2	Nabarangpur-Jeypore New Line (41 Km)	748
3	Jeypore-Malkangiri New Line (130 Km)	2,344
4	Malkangiri – Pandurangapuram New Line (174 Km)	3,592
5	Buramara-Chakulia New Line (60 Km)	1,459
6	Gunupur-Therubali New Line (74 Km)	1,166
7	Puri - Konark New Line (32 Km)	492
8	Badampahar-Kendujhargarh New Line (82 Km)	1,876
9	Bangriposi-Gorumahisani New Line (86 Km)	2,269
10	Bargarh Road-Nawapara Road New Line (138 Km)	2,622
11	Vizianagram-Titlagarh 3 rd Line (265 Km)	6,996
12	Jarapada- Budhapank 3 rd & 4 th Line with flyover at Talcher (101 Km)	810
13	Budhapank- Salegaon via Rajatgarh 3 rd & 4 th Line (170 Km)	2,023
14	Nergundi - Vizianagaram 3 rd Line (385 Km)	4,963
15	Kottavalasa-Koraput Doubling (189 Km)	2,500
16	Koraput-Singapur Road Doubling (165 Km)	2,362
17	Jagdapur-Koraput Doubling (107 Km)	1,547
18	Jharsuguda-Bilaspur 4 th line (206 Km)	2,596
19	Bondamunda-Ranchi Doubling (159 Km)	3,029
20	Narayangarh-Bhadrak 3 rd line (153 Km)	2,136
21	Bhadrak-Nergundi 3 rd Line (92 Km)	1,284

The progress of some of the major projects is as under:

1. **Khurda Road-Bolangir (301 Km) new line:** The latest cost of the project is ₹5,089 crore. Expenditure of ₹4,311 crore has been incurred on this project upto March, 2025. An outlay of ₹1938 crore has also been provided in the financial year 2025-26. Status of project is as under:-

- Khurda Road – Daspalla (106 Km) : Commissioned
- Daspalla – Purunakatak (75 Km) : Works have been taken up.
- Purunakatak – Bolangir (120 Km) : Commissioned

Status of Daspalla – Purunakatak (75 Km) is as under:-

S.No.	Activity	Scope	Status
1	Tunnel	7 nos (11.96 Km)	6 nos completed (7.7 Km). Works taken up in balance 1 tunnel
2	Important Bridge	5	All completed
3	Station Building	5	Works have been taken up

2. **Construction of 3rd and 4th line between Salegaon- Budhapank (85 Rkm):** The work has been taken up. Status is as below:-

- Salegaon – Rajathgarh (23 Km): Commissioned
- Rajathgarh – Dhenkanal (20 Km): Land acquisition & forest land diversion completed. 4 major bridges completed. Balance work has been taken up.
- Dhenkanal – Meramundali (34 Km): Commissioned
- Meramundali – Budhapank (8 Km): Land acquisition & forest land diversion completed. 2 major bridges and 2 stations completed. Balance work has been taken up.

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

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. The electrification in remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:

Period	Route Km
Before 2014 (about 60 years)	21,801
2014-25	46,900

In Odisha, entire existing BG network has been electrified. Further, all new line/ multi-tracking projects are being sanctioned and constructed with electrification.

Road Over Bridges/ Road Under Bridges (ROBs/RUBs):

Sanctioning and execution of works of Road Over Bridges/ Road Under Bridges (ROBs/RUBs) is a continuous and ongoing process on Indian Railways. Such works are prioritized and taken up on the basis of its impact on safety and mobility in train operations and impact on road users.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26(Upto Jan'26)	14,024 Nos. (including 639 Nos. in the State of Odisha)

As on 01.02.2026, 4802 No. ROBs/RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 287 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) at a cost of ₹ 11,301 Cr in the State of Odisha which are at various stages of planning and execution.

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Amrit Bharat Stations:

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.

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, 1,338 stations have been identified for development under the Amrit Bharat Station Scheme. Out of which, 59 stations are located in Odisha. The name of stations identified under Amrit Bharat Station Scheme in Odisha are as following:

State	No. of Stations	Name of Stations
Odisha	59	Angul, Badampahar, Balangir, Balasore, Balugaon, Barbil, Bargarh Road, Baripada, Barpali, Belpahar, Betnoti,

State	No. of Stations	Name of Stations
		Bhadrak, Bhawanipatna, Bhubaneswar, Bimlagarh, Brahmapur, Brajrajnagar, Chatrapur, Cuttack, Damanjodi, Dhenkanal, Gunupur, Harishanker Road, Hingir, Hirakud, Jajpur-Keonjhar Road, Jaleswar, Jaroli, Jeypore, Jharsuguda, Jharsuguda Road, Kantabanji, Kendujhargarh, Kesinga, Khariar Road, Khurda Road, Koraput, Lingaraj Temple Road, Mancheswar, Meramandali, Muniguda, New Bhubaneswar, Panposh, Paradeep, Parlakhemundi, Puri, Raghunathpur, Rairakhol, Rairangpur, Rajgangpur, Rayagada, Rourkela, Sakhi Gopal, Sambalpur, Sambalpur City, Soro, Talcher, Talcher Road, Titlagarh Jn.

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Odisha have been taken up at a good pace. Till now, works of 06 stations have been completed. The name of stations completed in Odisha are as following:

State	No. of Stations	Name of Stations
Odisha	6	Baripada, Barpali, Bimlagarh, Cuttack, Parlakhemundi, Talcher

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Bhubaneswar station:** The structural work of new station building at East and West side and air concourse have been completed. The structural work of elevated driveway at East and West side station, extension of Foot Over Bridge and platform shelter have been taken up. The finishing works of new station building at East and West side, works of MEP (Mechanical, Electrical and Plumbing), HVAC (Heating, Ventilation and Air Conditioning) and escalators have been taken up.
- **Puri station:** The structural work of station building has been completed. The works of finishing of station building, platform upgradation and boundary wall have been taken up.
- **Badampahar station:** The works of platform extension and surfacing have been completed. The works of new station building, toilet block, circulating area, parking, drinking water booth and entry/exit have been taken up.

- **Jaroli station:** The works of new waiting hall cum booking counter, toilets, approach road, circulating area and parking have been taken up.
- **Panposh Station:** The works of new station building, approach road, circulating area and entry/exit gate have been taken up.
- **Rajgangpur station:** The work of new station building and platform surfacing 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 / Modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. Odisha is covered under the jurisdiction of three railway zones, namely, South Eastern Railway, South East Central Railway, and East Coast Railway. For these zones, an allocation (Revised Estimate) of ₹ 1,584 crore has been made for the financial year 2025-26, out of which an expenditure of ₹ 1,428 crore (up to February, 2026) has been incurred so far.
