

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 3929
ANSWERED ON 27.03.2026

FREIGHT TRAFFIC AUGMENTATION AND LOGISTICS EFFICIENCY

3929 DR. K. LAXMAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the manner in which the approved multi-tracking projects will result in additional freight traffic for essential commodities like coal, steel, iron ore, cement and food grains;
- (b) the expected reduction in logistics costs through modal shift to railways;
- (c) the benefits for industrial clusters in Telangana from improved freight connectivity to ports; and
- (d) the contribution to decongesting the rail network and improving freight speeds?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/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)

Projects sanctioned:

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

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (Km)	Total Exp upto Mar'25 (₹ in Crore)
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/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

Some of the Major Multi-tracking projects:

Some of the major multi-tracking projects sanctioned for augmentation of Railway Network are as under:

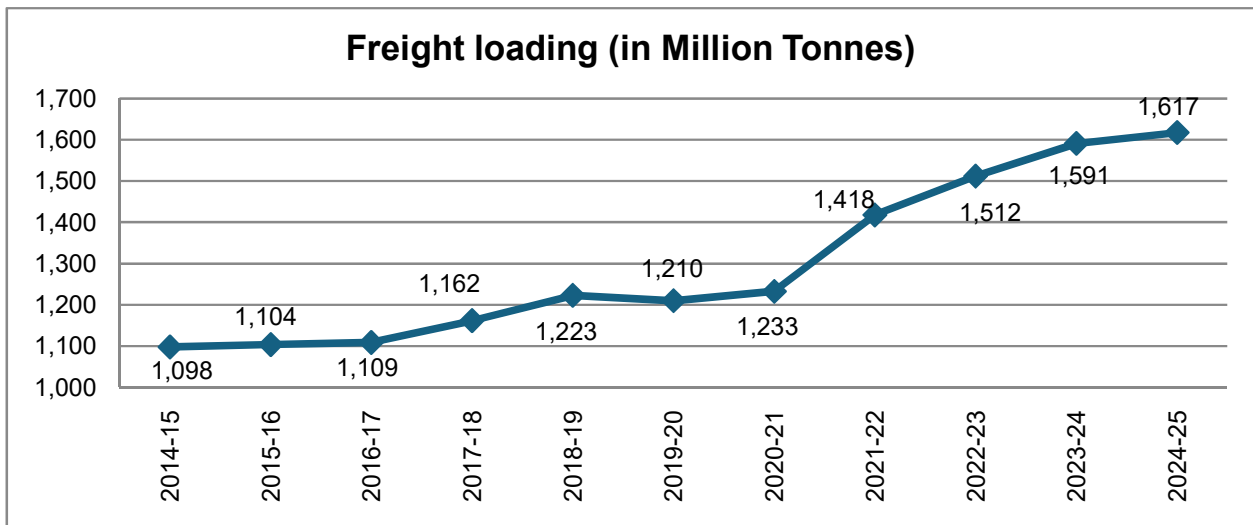
SN	Project Name	Cost (₹ in Crore)
1	Chopan – Chunar doubling (102 Km)	1,553
2	Guntur – Bibinagar doubling (239 Km)	3,238
3	Mudkhed – Medchal & Mahbubnagar – Dhone doubling (418 Km)	5,655
4	Samakhiali – Gandhidham Quadrupling (53 Km)	1,571
5	Lumding – Furkating doubling (140 Km)	2,334
6	Ajmer – Chanderiya doubling (178 Km)	1,813
7	Motumari – Vishnupuram with RoR doubling (100 Km)	1,746
8	Chandil – Anara – Damodar 3rd line (121 Km)	2,170
9	Varanasi – Pt. Deen Dayal Upadhyaya Multitracking with rail cum road bridge on river ganga (15 Km)	2,642
10	Jalgaon – Manmad 4th line (160 Km)	2,773
11	Bhusawal – Khandwa 3rd & 4th line (131 Km)	3,514
12	Sambalpur – Jarapada 3rd & 4th line (127 Km)	3,916
13	Jharsuguda – Sason 3rd & 4th line (35 Km)	1,181
14	Gondia – Ballarshah doubling (240 Km)	4,819
15	Kharsia – Naya Raipur – Parmalkasa 5th & 6th line (278 Km)	8,741
16	Wardha – Balharshah Quadrupling (135 Km)	2,381

SN	Project Name	Cost (₹ in Crore)
17	Ballari – Chikjajur doubling (185 Km)	3,342
18	Koderma – Barkakana doubling (133 Km)	3,063
19	Itarsi – Nagpur 4th line (297 Km)	5,451
20	Dangoaposi – Jaroli 3rd & 4th line (43 Km)	1,752
21	Secunderabad – Wadi 3rd & 4th line (173 Km)	5,012
22	Furkating – New Tinsukia doubling (194 Km)	3,634
23	Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km)	2,192
24	Gondia – Dongargarh 4th line (84 Km)	2,223
25	Wardha – Bhusawal 3rd & 4th line (314 Km)	9,197
26	Hosapete – Bellary quadrupling (65 Km)	2,372
27	Kasara – Manmad 3rd & 4th line (131 Km)	10,154
28	Punarakh – Kiul 3rd & 4th line (50 Km)	2,668
29	Gamharia – Chandil 3rd & 4th line (55 Km)	1,168
30	Sainthia- Pakhur 4th Line (81 Km)	1,569
31	Santragachi- Kharagpur 4th line (111 Km)	2,905
32	Nergundi – Barang & Khurda Road – Vizianagaram 3rd line (385 Km)	5,618
33	Son Nagar – Andal Multi tracking (375 Km)	13,606
34	Gorakhpur Cantt – Valmiki Nagar doubling (96 Km)	1,270
35	Jaipur – Sawai Madhopur doubling (131 Km)	1,269
36	Luni – Samdari – Bhildi doubling (272 Km)	3,531
37	Narkatiaganj – Raxaul – Sitamarhi – Darbhanga & Sitamarhi – Muzaffarpur doubling (256 Km)	4,553
38	Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km)	1,640
39	Tirupati – Pakala – Katpadi doubling (104 Km)	1,332
40	Ratlam – Nagda 3rd and 4th line (41 Km)	1,018
41	Aluabari Road – New Jalpaiguri 3rd & 4th line (57 Km)	1,786
42	Aurangabad (Chhatrapati Sambhajinagar) – Parbhani (177 Km)	2,179
43	Bhagalpur – Dumka – Rampurhat doubling (177 Km)	3,169
44	Itarsi – Bina 4th line (237 Km)	4,329
45	Vadodara – Ratlam 3rd & 4th line (259 Km)	8,885
46	Devbhumi Dwarka (Okha) – Kanalus doubling (141 Km)	1,457
47	Badlapur – Karjat 3rd and 4th line (32 Km)	1,324

SN	Project Name	Cost (₹ in Crore)
48	Delhi – Ambala Cantt 3rd & 4th line (194 Km)	5,983
49	Gondia – Jabalpur doubling (231 Km)	5,236

Indian Railway has taken several measures during the last few years to enhance the freight loading and revenue. Freight loading since 2014 is as below:

Year	Freight loading (in Million Tonnes)
2014-15	1,098
2015-16	1,104
2016-17	1,109
2017-18	1,162
2018-19	1,223
2019-20	1,210
2020-21	1,233
2021-22	1,418
2022-23	1,512
2023-24	1,591
2024-25	1,617



Because of these measures, the freight loading has increased from 1,233 MT in 2020-21 to 1,617 MT in 2024-25. During 2024-25, IR transported 1,617 MT thus becoming second largest freight carrying Railways in the world.

TELANGANA:

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 Telangana is as under:

Period	Outlay
2009-14	₹ 886 Cr./Yr.(including Andhra Pradesh)
2025-26	₹ 5,337 Cr.

Track Construction:

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	87 Km	17.4 km/per year
2014-25	774 Km	70.4 km /per year (more than 4 times)

Projects sanctioned:

As on 01.04.2025, 20 Railway projects (6 New Lines and 14 Doubling), of a total length of 2,166 Km, costing ₹35,045 crore falling fully/partly in the State of Telangana have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (₹ in Crore)
New Line	6	840	245	4,611
Doubling/Multi-tracking	14	1,326	303	6,939
Total	20	2,166	548	11,550

Recently completed projects:

Details of some of the completed projects falling fully/partly in the State of Telangana are as under:

S. N.	Project	Cost (₹ in Crore)
1	Peddapalli- Nizamabad new line (178 Km)	926
2	Jaggayyapeta- Janpahad new line (48 Km)	737
3	Akkanapet – Medak new line (17 Km)	205
4	Bhadrachalam Road-Sattupalli new line (56 Km)	990

S. N.	Project	Cost (₹ in Crore)
5	Raghavapuram-Mandamari Doubling (24 Km)	165
6	Raichur-Guntakal Doubling (81 Km)	388
7	Secunderabad- Mehboobnagar Doubling (85 Km)	1,266
8	Multi- Modal Transport System (MMTS) Phase-II, Hyderabad (103 Km)	1,156
9	Byepass line at Peddapalli (2 Km)	37

Ongoing Projects:

Details of some of the projects falling fully/partly in the State of Telangana which have been taken up are as under:

S.N.	Name of Project	Cost (₹ in Crore)
1	Manoharabad-Kothapalli new line (151 Km)	2,781
2	Malkangiri-Pandurangapuram new line (174 Km)	3,592
3	Kazipet -Vijaywada - 3rd line (220 Km)	3,315
4	Kazipet -Ballarshah - 3rd line (202 Km)	3,183
5	Guntur- Bibinagar Doubling(239 Km)	2,853
6	Mudkhed - Medchal - Dhone Doubling (417 Km)	4,686
7	Bhadrachalam Road – Dornakal Doubling(55 Km)	770
8	Motumari-Vishnupuram doubling and RoR at Motumari (100 Km)	1,596
9	Nashkal (Pindial)-Hasanparthi Road bypass (25 Km)	465
10	Secunderabad (Sanathnagar)- Wadi 3rd and 4th line (173 Km)	5,012
11	Dornakal Rail over Rail (RoR) Flyover (11 Km)	327

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

Total Land required	2,343 Ha
Land Acquired	1,580 Ha (67%)
Balance Land to be acquired	764 Ha (33%)

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

S.N.	Name of the project	Total land required (Ha)	Land acquired (Ha)	Balance Land to be acquired (Ha)
1.	Guntur- Bibinagar Doubling	31	0	31
2.	Mudkhed – Medchal & Mahbubnagar – Dhone Doubling	70	0	70

S.N.	Name of the project	Total land required (Ha)	Land acquired (Ha)	Balance Land to be acquired (Ha)
3.	Kazipet-Vijaywada 3rd Line	135	118	17
4.	Manoharabad – Kothapalli New Line	1146	1050	96

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

- Land acquisition by State Government
- 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.

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- Regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.
