

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1560
ANSWERED ON 31.07.2026

NATIONAL RAIL PLAN

1560 SHRI ANURAG SHARMA:

Will the Minister of RAILWAYS be pleased to state:

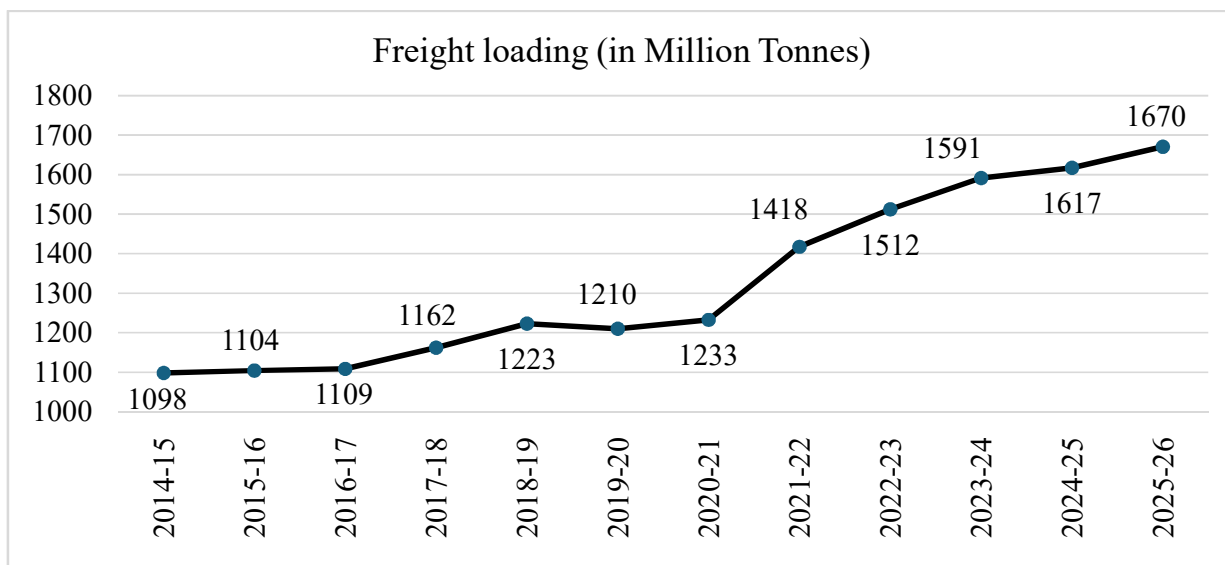
- (a) the details of the objectives and features of the National Rail Plan;
- (b) the details of the total estimated cost of implementing the plan and the funds allocated/utilized till date under it;
- (c) the details of the progress made till date according to the plan; and
- (d) the steps taken by Government to increase the share of freight transport and its impact on economic growth and regional connectivity across the country including Himachal Pradesh?

ANSWER

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

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

Year	Freight loading (in Million Tonnes)
2014-15	1098
2015-16	1104
2016-17	1109
2017-18	1162
2018-19	1223
2019-20	1210
2020-21	1233
2021-22	1418
2022-23	1512
2023-24	1591
2024-25	1617
2025-26	1670



The freight loading of Indian Railways has increased to 1,670 MT in 2025-26 thus IR has become the second largest freight carrying Railways in the world.

Budget allocation and Network Expansion: The Budget allocation has been increased from ₹29,055 Cr in 2013-14 to ₹2,78,000 Cr in 2026-27. Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 12 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
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. ₹8.31 lakh crore are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Exp. upto Mar'26 (₹ in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3,987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
Total	514	40,000	12,583	3,05,253

Dedicated Freight Corridors: Ministry of Railways had taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and Western Dedicated Freight Corridor (WDFC) from Dadri to Jawaharlal Nehru Port

Terminal (JNPT) (1506 Km). Both the DFCs i.e. Eastern DFC (1337 Km) and Western DFC (1506 Km) have been commissioned.

On an average more than 443 trains are operated per day on DFCs. The Dedicated Freight Corridors have demonstrated robust operational performance. Freight volumes have steadily increased, with higher average speeds, faster turnarounds, and enhanced reliability. DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. As a result, Railways have been able to run additional goods and coaching services over its network.

Dedicated Freight Corridor (DFC) Project will have positive impact on transportation and logistics sector as it will enable 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.

A new Dedicated Freight Corridor connecting Dankuni in East to Surat in West, has been announced in the Union Budget 2026. The work of preparation/updation of Detailed Project Report (DPR) for this corridor has been taken up.

Railway Electrification: Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of the Broad Gauge (BG) network has been electrified. The electrification in the remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

Further, all new line/multi-tracking projects are being sanctioned and constructed with electrification.

Gati Shakti Multi-Modal Cargo Terminals: 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. 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, 142 GCTs have been commissioned and further, In-principle approvals (IPAs) for 310 more GCT proposals have been awarded.

The 142 commissioned GCTs have an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT.

Besides, Ministry of Railways has schemes to attract private sector by investing in wagons including the commodity focused specialized wagons such as wagons for cement, oil, steel, fly-ash etc. So far, around 269 rakes of special purpose wagons and 397 rakes of general-purpose wagons are operational, which are expected to improve modal share in commodities like bulk cement, fly-ash, steel products, iron ores and coal etc. Besides, there is a separate scheme for transportation of automobiles under which around 54 rakes owned by private entities are operational.

Himachal Pradesh:

Railway Budget:

Budget allocation for Infrastructure projects and safety works, falling fully/ partly in the state of Himachal Pradesh is as under:

Period	Outlay
2009-14	₹108 crore/year
2026-27	₹ 2,911 Cr. (Nearly 27 times)

Projects sanctioned:

As on 01.04.2026, 03 new line of total length 214 km, costing ₹19,439 crore, falling fully/partly in the state of Himachal Pradesh are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2026 (₹in Cr)
New Lines	3	214	75	10,104

Ongoing projects:

Some of the projects falling fully/partly in the State of Himachal Pradesh which have been taken up are as under:

SN	Project	Cost (₹ in Cr.)
1	Chandigarh – Baddi New Line (28 Km)	1,942
2	Bhanupalli -Beri New Line (63 Km)	13,770
3	Nangal Dam-Talwara New Line (123 Km)	3726

Bhanupalli-Bilaspur-Beri New Line (63km):

Bhanupalli-Bilaspur-Beri (63km) New Rail Line project has been sanctioned on cost sharing basis with 25% share of State Government of Himachal Pradesh and 75 % share of Central Government. Further, full cost of land beyond ₹70 crore is to be borne by Government of Himachal Pradesh.

The total expenditure incurred on the project so far is ₹8,237 crore. As per cost sharing arrangements ₹2,910 crore was to be given by Government of Himachal Pradesh. However, they have deposited only ₹847 crore as a part of their share of cost. Thus, ₹2,063 crore is balance with State Government of Himachal Pradesh. Non deposition of their share of cost is adversely affecting the progress of project.

Chandigarh-Baddi New line (28 km):

Chandigarh-Baddi (28 km) new line project is sanctioned at a cost of ₹1540 crore on 50:50 cost sharing basis with Government of Himachal Pradesh. The work of Chandigarh-Baddi (28 km) new rail line project has been taken up.

The total expenditure incurred on the project so far is ₹1,099 crore. As per cost sharing arrangements ₹549 crore was to be given by Government of Himachal Pradesh. However, they have deposited only ₹348 crore as a part of their share of cost. Thus, ₹201 crore is balance with State Government of Himachal Pradesh. Non deposition of their share of cost is adversely affecting the progress of project.

The progress of both these projects is affected due to non fulfillment of their commitments by State Govt.

The Government of India is geared up to execute projects, however success depends upon the support of Government of Himachal Pradesh.

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.

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.
