

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA**

**UNSTARRED QUESTION NO. 4640  
TO BE ANSWERED ON 29.03.2023**

**TRANSPORTATION OF GOODS**

**4640. SHRI MANNE SRINIVAS REDDY:  
SHRI KOMATI REDDY VENKAT REDDY:  
SHRI KANUMURU RAGHU RAMA KRISHNA RAJU:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the details of provision of infrastructure development in Railways for smooth transportation of goods along with the funds sanctioned/spent till now, zone-wise;**
- (b) the ratio of such cost in GDP for every project; and**
- (c) the steps being taken by the Government to connect all the corridors for smooth facilitation of goods through Railways in future to reduce the inflation costs and to bring down the charges also?**

**ANSWER**

**MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY**

**(SHRI ASHWINI VAISHNAW)**

**(a) to (c) A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 4640 BY SHRI MANNE SRINIVAS REDDY, SHRI KOMATI REDDY VENKAT REDDY AND SHRI KANUMURU RAGHU RAMA KRISHNA RAJU TO BE ANSWERED IN LOK SABHA ON 29.03.2023 REGARDING TRANSPORTATION OF GOODS.**

**(a) to (c) As on 01.04.2022, across Indian Railway, 452 Railway Infrastructure projects (New Line, Gauge Conversion and Doubling) of 49,323 Km length, costing approx. ₹7.33 lakh crore are in different stages of planning/sanction/execution, out of which 11,518 Km length has been commissioned and an expenditure of approx. ₹2.35 lakh crore has been incurred upto March, 2022. These include:-**

**(i) 183 New line projects of total length 20,937 Km, costing approx. ₹4.0 lakh crore, out of which 2,831 Km length has been commissioned and an expenditure of approx. ₹1.13 lakh crore has been incurred upto March, 2022.**

**(ii) 42 Gauge Conversion projects of total length 5,667 Km, costing ₹50,250 crore, out of which 3,488 Km length has been commissioned and an expenditure of ₹19,235 crore has been incurred upto March, 2022.**

**(iii) 227 Doubling projects of total length 22,719 Km, costing approx. ₹2.83 lakh crore, out of which 5,199 Km length has been commissioned and an expenditure of approx. ₹1.02 lakh crore has been incurred upto March, 2022.**

**Since 2014, there has been substantial increase in fund allocation for New Line, Gauge Conversion and Doubling Projects and commensurate commissioning of Projects in Indian Railways. The Average Annual Budget allocation for New Line, Gauge Conversion and Doubling Projects across Indian Railways during 2014-19 increased to ₹26,026 crore per year from ₹11,527 crore per year during 2009-14 (126% more than average annual budget allocation during 2009-14). The Annual Budget allocation for these projects increased to ₹39,836 crore in Financial Year 2019-20 (246% more than Average Annual Budget Allocation during 2009-14), ₹43,626 crore in Financial Year 2020-21 (278% more than the Average Annual Budget allocation during 2009-14), ₹56,716 crore for**

**Financial year 2021-22 (392% more than Average Annual Budget Allocation during 2009-14) and ₹67,001 crore in Financial Year 2022-23 (481% more than average annual budget allocation of 2009-14). For Financial Year 2023-24, highest ever budget outlay of ₹67,199 crore has been proposed for these works, which is 483 % more than Average Annual Budget allocation of 2009-14 (₹11527 Crore/Year).**

**During 2014-22, across Indian Railway, 20,628 km sections (3,970 km New Line, 5,507 km Gauge Conversion and 11,151 km Doubling) has been commissioned at an average of 2,579 km/year which is 70% more than the average commissioning during 2009-14 (1,520 km/year).**

**Zone-wise details of Railway Projects including cost, expenditure and outlay are made available in public domain on Indian Railways website i.e. [www.indianrailways.gov.in](http://www.indianrailways.gov.in)> Ministry of Railways> Railway Board> about Indian Railways> Railway Board Directorates> Finance (Budget)> Rail Budget/Pink Book (year)> Railway-wise Works, Machinery and Rolling Stock Programme (RSP).**

**Infrastructure works are sanctioned based on capacity requirements, missing link requirements, rate of return, economic rate of return etc. However, the cost ratio in GDP for each project is not maintained. These infrastructure works will enhance carrying capacity over Indian railway network, reduced detention, remove bottleneck, enhance wagon turn around and productivity, reduce the cost of carriage for Railway and also reduce the cost for customers.**

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