

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2471
TO BE ANSWERED ON 16.03.2022**

NATIONAL RAIL PLAN VISION – 2030

**2471. SHRI MANOJ KOTAK:
SHRIMATI RAKSHA NIKHIL KHADSE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Indian Railways has prepared a National Rail Plan (NRP) for India-2030;**
- (b) if so, the details thereof;**
- (c) whether the Government has launched Vision 2024 for accelerated implementation of certain critical projects;**
- (d) if so, the details of such projects;**
- (e) whether the Government has identified new High Speed Rail Corridors; and**
- (f) if so, the details thereof?**

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

(SHRI ASHWINI VAISHNAW)

(a) to (f) : A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 2471 BY SHRI MANOJ KOTAK AND SHRIMATI RAKSHA NIKHIL KHADSE TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING NATIONAL RAIL PLAN VISION – 2030.

(a)and (b): Indian Railways have prepared a National Rail Plan (NRP) for India – 2030. The Plan is to create a ‘future ready’ Railway system by 2030. The NRP is aimed to formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%. The objective of the Plan is to create capacity ahead of demand, which in turn would also cater to future growth in demand right up to 2050 and also increase the modal share of Railways to 45% in freight traffic and to continue to sustain it.

The key objectives of the National Rail Plan are:-

- Formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%.**
- Reduce transit time of freight substantially by increasing average speed of freight trains to 50Kmph.**
- As part of the National Rail Plan, Vision 2024 has been launched for accelerated implementation of certain critical projects by 2024 such as 100% electrification, multi-tracking of congested routes, upgradation of speed to 160 kmph on Delhi-Howrah and Delhi-Mumbai routes, upgradation of speed to 130kmph on all other Golden Quadrilateral-Golden Diagonal (GQ/GD) routes and elimination of all Level Crossings on all GQ/GD route.**
- Identify new Dedicated Freight Corridors.**
- Identify new High Speed Rail Corridors.**
- Assess rolling stock requirement for passenger traffic as well as wagon requirement for freight.**

- **Assess Locomotive requirement to meet twin objectives of 100% electrification (Green Energy) and increasing freight modal share.**
- **Assess the total investment in capital that would be required along with a periodical break up.**
- **Sustained involvement of the Private Sector in areas like operations and ownership of rolling stock, development of freight and passenger terminals, development/operations of track infrastructure etc.**

(c) and (d): Yes Sir. 58 Super critical Projects of a total length of 3750 kms costing ₹ 39,663 Crore and 68 Critical Projects of a total length of 6913 kms costing ₹ 75,736 Crore, have been identified for completion by 2024.

(e) and (f): At present, Mumbai-Ahmedabad High Speed Rail (MAHSR) project (508 Km) is the only sanctioned project of High Speed Rail (HSR) in the country which is under execution with financial and technical assistance from Government of Japan.

Further, Detailed Project Report (DPR) for the following seven High Speed Rail (HSR) corridors is under progress:

Delhi-Varanasi

Delhi-Ahmedabad

Mumbai-Nagpur

Mumbai-Hyderabad

Chennai-Mysore

Delhi-Amritsar

Varanasi-Howrah

The decision on sanctioning any HSR project depends on the outcome of DPR, techno-economic feasibility, availability of resources and financing options.
