

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1543  
TO BE ANSWERED ON 04.12.2024**

**GATI SHAKTI-NATIONAL MASTER PLAN IN MADHYA PRADESH AND  
MAHARASHTRA**

**†1543. SMT. BHARTI PARDHI:  
SHRI SHRIRANG APPA CHANDU BARNE:**

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

- (a) the details of the rail line projects identified/launched for execution under PM Gati Shakti-National Master Plan for multi-modal connectivity in the country, State-wise, particularly in Madhya Pradesh and Maharashtra;**
- (b) the details of routes identified for transportation of commodities such as agricultural product, fertilizers, coal, iron ore, steel, cement, limestone etc.; and**
- (c) the steps taken by the Government to provide connectivity for the rapid development of the country?**

**ANSWER**

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING 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. 1543 BY SMT. BHARTI PARDHI AND SHRI SHRIRANG APPA CHANDU BARNE TO BE ANSWERED IN LOK SABHA ON 04.12.2024 REGARDING GATI SHAKTI – NATIONAL MASTER PLAN IN MADHYA PRADESH AND MAHARASHTRA**

**(a) to (c): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.**

**The launch of PM Gati Shakti National Master Plan (NMP) in October, 2021, by Hon'ble Prime Minister, has brought transformative approach in planning and execution of infrastructural transportation projects. The NMP, spanning across the entire country including Madhya Pradesh and Maharashtra, has brought in synergy between the infrastructural sectors such as railways, shipping, roadways, telecommunications, pipelines, etc. through collaboration amongst concerned Ministries/State Governments/Departments, thereby speeding up the clearances needed for the project completion as well as planning at a faster pace.**

**Indian Railways has imbibed the principles of Gati Shakti in its project planning process and now survey of all New Line, Gauge Conversion and Doubling projects are taken up under PM Gati Shakti National Master Plan (NMP) for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency and remove gaps for seamless movement of people, goods/ commodities i.e. agricultural products, fertilizers, coal, iron ore, steel, cement, limestone etc. and services including connectivity to places of strategic importance, border areas, industrial clusters, ports, mines, power plants, villages etc.**

**About 566 railway projects across Indian Railways including Maharashtra, Madhya Pradesh have been mapped on the Gati Shakti GIS platform and more and more projects are further being mapped/planned on the platform. PM Gati Shakti Institutional mechanism is being extensively used for ground surveys, land records, alignment of route and has led to enhancement in the quality of preparation of Detailed Project Report and reduction in project cost.**

**Various steps taken by the Government for speedy approval and implementation of Railway projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level**

**(v) close monitoring of progress of project at various levels, and (vi) 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. This has led to substantial increase in rate of commissioning since 2014.**

**As a result of comprehensive planning and better coordination among various stakeholders, the pace of laying / commissioning of new tracks has also increased as under:-**

<b>Period</b>	<b>New Tracks Commissioned</b>	<b>Annual Average new tracks commissioned</b>
<b>2009-14</b>	<b>7,599 Km</b>	<b>4.2 Km/day</b>
<b>2014-24</b>	<b>31,180 Km</b>	<b>8.54 Km/day (more than 2 times)</b>

**During the last two years i.e. 2022-23 and 2023-24, 10,552 km new tracks have been commissioned on Indian Railways which carry passenger as well freight traffic.**

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