

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2699
TO BE ANSWERED ON 11.12.2024**

IDENTIFIABLE INFRASTRUCTURAL BOTTLENECKS FACED BY RAILWAYS

**2699 SHRI ARVIND GANPAT SAWANT:
SHRI SHRIRANG APPA CHANDU BARNE:
SMT. BHARTI PARDHI:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Indian Railways has been facing certain identifiable infrastructural bottlenecks;**
- (b) if so, whether such constraints only prove to impede efficiency and restrict the capacity of rail freight operations, undermining the competitiveness against other modes of transportation;**
- (c) if so, the response of the Union Government thereon;**
- (d) whether it is crucial to increase rail freight share for economic growth and addressing environmental concerns; and**
- (e) if so, the steps taken by the Union Government to address these challenges to enhance the railway's operational capabilities and fostering sustainable growth?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e) To create a 'future ready' transport system, Indian Railways has planned to increase railway modal share in freight to 35-45%. The objective of the Plan is to "create capacity ahead of demand", which in

turn would cater to the future growth in the transport sector. The rail infrastructure augmentation plan inter-alia focuses on the network capacity enhancement, removal of bottlenecks, increasing average speed of freight trains, reduction in cargo transit time and cost.

Presently, 624 no. of surveys (New line, Gauge Conversion and Doubling) having a total length of 49,520 km have been taken up on Indian Railways 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 and goods including connectivity to industrial clusters, ports, mines, power plants, tourist and cultural places, agricultural zones etc.

As on 01.04.2024, 488 projects (187 New Lines, 40 Gauge Conversion and 261 Doubling) of total length 44,488 km, costing approx. ₹7.44 lakh crore are in various stages of planning/approval/construction, out of which, 12,045 km length has been commissioned and expenditure of approx. ₹2.92 lakh crore has been incurred upto March, 2024.

Category	No. of Projects	Total length (km)	Length Commissioned till Mar'24 (km)	Total exp upto Mar'24 (₹in crore)
New Lines	187	20,199	2,855	1,60,022
Gauge Conversion	40	4,719	2,972	18,706
Doubling/ Multitracking	261	19,570	6,218	1,13,742
Total	488	44,488	12,045	2,92,470

Zone-wise/year-wise details of all Railway Projects including cost, expenditure, and outlay are made available in the public domain on the Indian Railway's website.

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
2014-24	31,180 km	8.54 km/day (more than 2 times)

Various steps taken by the Government for speedy approval and implementation of rail 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.

Indian Railways has achieved 97% electrification of its broad-gauge network which is a milestone for sustainable transport of global scale among major countries. Besides, environmental sustainability and reducing carbon footprints, steps taken by Railways would also contribute to increasing fuel efficiency and saving foreign exchange.

To boost efficiency on cargo terminals, “Gati Shakti Cargo Terminal (GCT)” policy has been launched, wherein GCTs are being developed. 91 GCTs have been commissioned so far.

Further, a total of 2,741 km out of 2,843 km of Dedicated Freight Corridor (DFC) has been commissioned so far, which would provide higher freight speed, reduce cargo transit and lower carbon emission.
