

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3808
TO BE ANSWERED ON 18.12.2024**

FREIGHT MOVEMENT FROM NEW MANGALORE PORT

3808. SHRI CAPTAIN BRIJESH CHOWTA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has formulated plans to improve rail infrastructure for handling freight movement from New Mangalore Port;**
- (b) the status of freight rail connectivity between the New Mangalore port and major inland destinations;**
- (c) the details of ongoing or proposed projects to enhance capacity of the same;**
- (d) whether the steps are being taken by the Government to provide seamless multimodal connectivity at the port for efficient freight handling; and**
- (e) the status of the merger of Konkan Railways with Indian Railways and reasons for delay, if any?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) New Mangalore Port is connected to major inland destinations through Indian Railway network in Southern Railway, South Western Railway and Konkan Railway Corporation Ltd.

Various steps undertaken to improve rail infrastructure and provide seamless multimodal connectivity at the port for efficient freight handling include:

- (i) Doubling and electrification between Panamburu and Mangaluru Junction**

- (ii) Electronic interlocking at Padil, Jokatte and Mangaluru junction**
- (iii) Yard modification at Panamburu**
- (iv) Electrification between Padil and Mysuru junction.**

Further the Broad gauge single line section between Hassan–Mangaluru (183Km) was commissioned in 2006 by converting earlier Meter Gauge into Broad Gauge section through a SPV with major share of Government of Karnataka. This section crosses western ghats and has sharp curves and gradients. This line is a vital link and connects Mangalore port to the hinterland of Karnataka. Due to poor financial health of SPV, Ministry of Railways has proposed to takeover this line so that capacity augmentation works such as doubling, electrification etc can be taken up.

Accordingly, a Final Location Survey (FLS) of doubling between Bengaluru and Mangaluru has been sanctioned in two parts viz. (i) Mangaluru–Hassan (247 Km) and (ii) Hassan–Chickbanavara (Bengaluru) via Kunigal (166 Km). Further, a survey for 3rd & 4th line between Bengaluru–Tumakuru (30 Km) has also been sanctioned.

As on 01.04.2024, 31 Railways projects (21 New Line, and 10 Doubling) of total length 3,840 Km, costing ₹47,016 crore, falling fully/partly in the State of Karnataka, are at various stages of planning and implementation, out of which 1,302 Km length has been commissioned and an expenditure of ₹17,383 crore has been incurred upto March'2024. The summary is as under:-

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹in Cr.)
New Line	21	2556	395	7,592
Doubling /Multitracking	10	1284	907	9,791
Total	31	3,840	1,302	17,383

Survey of total 56 projects (19 new line and 37 doubling) of total length 6159 Km falling fully/partly in the State of Karnataka have been sanctioned during last three year (2021-22, 2022-23, 2023-24 and current financial year

2024-25) including Final Location Survey (FLS) of doubling between Mangaluru – Hassan (247 Km) and 3rd and 4th line between Mangalore – Shoranur (307 Km).

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Karnataka is as under:

Period	Outlay
2009-14	₹835 crore/year
2024-25	₹7,559 crore (more than 9 times)

The details of commissioning/laying of new track falling fully/partly in the State of Karnataka during 2009-14 and 2014-24 is as under:

Period	Total Track Commissioned	Average Track Commissioned
2009-14	565 Km	113 Km/Year
2014-24	1,633 Km	163Km/Year

(e) There are five shareholders in Konkan Railway Corporation Limited (KRCL), namely, Ministry of Railways, Government of Maharashtra, Government of Karnataka, Government of Goa and Government of Kerala. KRCL is registered under Companies Act since 1990. The infrastructure of Konkan Railway Corporation Limited (KRCL) has become more than 25 years old, requiring major renewal/replacement of capital assets to ensure safety of traffic including doubling and rehabilitation of tunnels. This requires major capital expenditure. To meet the capital expenditure, all the shareholder State Governments, namely, Government of Maharashtra, Government of Karnataka, Government of Goa and Government of Kerala have been approached by the Ministry of Railways to contribute for capital expenditure in KRCL as per their share or to relinquish their share in favour of Ministry of Railways. Only the State Government of Goa has conveyed willingness to relinquish its share. Incorporation of KRCL into Indian Railways is dependent on various factors and consent of the shareholder State Governments to relinquish their share in favour of the Ministry of Railways to convert KRCL into a 100% Central Government owned company before its merger into Indian Railways.
