

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 428  
TO BE ANSWERED ON 27.11.2024**

**NEW RAILWAY LINE PROJECTS**

**†428. Shri Tejasvi Surya:  
Shri Chavda Vinod Lakhmshi:  
Dr. Hemant Vishnu Savara:  
Shri Vijay Baghel:  
Shri Vishnu Dayal Ram:  
Shri Pradeep Kumar Singh:  
Shri Mukeshkumar Chandrakaant Dalal:  
Shri Jaswantsinh Sumanbhai Bhabhor:  
Smt. Smita Uday Wagh:  
Smt. Himadri Singh:  
Shri Dineshbhai Makwana:  
Shri Parbhubhai Nagarbhai Vasava:  
Shri Manish Jaiswal:  
Shri Suresh Kumar Kashyap:  
Smt. Aparajita Sarangi:  
Shri Chandra Prakash Joshi:  
Shri Mukesh Rajput:  
Shri Ashish Dubey:  
Smt. Shobhanaben Mahendrasinh Baraiya:  
Shri Ashok Kumar Rawat:  
Shri Balabhadra Majhi:**

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

- (a) the specific steps undertaken by the Government to ensure that new railway line projects will enhance connectivity in the aspirational districts across the country especially in Nabarangpur, Malkangiri in Odisha, Himachal Pradesh, Misrikh and its surrounding districts in Uttar Pradesh and Dahod;**

- (b) the number of aspirational districts connected with Railway Projects in Gujarat during the period from 2014 to 2024 and the amount of budget increased thereon;**
- (c) the Government plans to monitor and evaluate the environmental impact of these new railway projects, particularly in terms of reducing CO2 emissions and oil imports, as well as their contribution to achieving India's climate goals;**
- (d) the details of the new and running railway line projects particularly in Palghor district of Maharashtra, major cities like Hazaribag-Ramgarh in Jharkhand and Rajasthan;**
- (e) the steps taken by the Government to increase the current speed of trains, division-wise; and**
- (f) the delay caused per month in the operation of trains, division wise and the steps taken by the Government to improve the same?**

**ANSWER**

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF  
UNSTARRED QUESTION NO. 428 BY**

**SHRI TEJASVI SURYA:**

**SHRI CHAVDA VINOD LAKHAMSHI:**

**DR. HEMANT VISHNU SAVARA:**

**SHRI VIJAY BAGHEL:**

**SHRI VISHNU DAYAL RAM:**

**SHRI PRADEEP KUMAR SINGH:**

**SHRI MUKESHKUMAR CHANDRAKAANT DALAL:**

**SHRI JASWANTSINH SUMANBHAI BHABHOR:**

**SMT. SMITA UDAY WAGH:**

**SMT. HIMADRI SINGH:**

**SHRI DINESHBHAI MAKWANA:**

**SHRI PARBHUBHAI NAGARBHAI VASAVA:**

**SHRI MANISH JAISWAL:**

**SHRI SURESH KUMAR KASHYAP:**

**SMT. APARAJITA SARANGI:**

**SHRI CHANDRA PRAKASH JOSHI:**

**SHRI MUKESH RAJPUT:**

**SHRI ASHISH DUBEY:**

**SMT. SHOBHANABEN MAHENDRASINH BARAIYA:**

**SHRI ASHOK KUMAR RAWAT:**

**SHRI BALABHADRA MAJHI:**

**TO BE ANSWERED IN LOK SABHA ON 27.11.2024 REGARDING NEW  
RAILWAY LINE PROJECTS**

**(a) ,(b) & (d): The Railway projects are sanctioned Zonal Railway wise and not State wise/UT wise/district wise as the Railways' projects may span across state boundaries.**

**Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations including connectivity to aspirational districts across the country, places of strategic importance, border**

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**areas etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.**

**As on 01.04.2024, across Indian Railways, 187 New line projects of total length 20,199 Km, costing approx. ₹4.16 lakh crore are in planning/approval/construction stage, out of which 2,855 Km length has been commissioned and an expenditure of approx. ₹1.6 lakh crore has been incurred upto March, 2024.**

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

## **GUJARAT**

**Railway infrastructural Projects in the State of Gujarat are covered by North Western (NW) Railway and Western Railway (WR) Zone of Indian Railways.**

**49 No. Surveys (New line, Gauge Conversion and Doubling) of total length 3,791 km falling fully partly in the state of Gujarat including Dahod have been sanctioned in the last three years and current year.**

**32 km section in Dahod – Indore New Line project (205 km) has been commissioned and an expenditure ₹1,587 Crore has been incurred upto 31.03.2024. Works has been taken up in the balance section.**

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**As on 01.04.24, 42 projects (06 New Line, 22 Gauge Conversion and 14 Doubling) of total length 2,948 Km costing ₹30,826 crore falling fully/partly in Gujarat are in planning/approval/construction stage, out of which 825 Km length has been commissioned and an expenditure of ₹9,335 Crore has been incurred upto March, 2024.**

**Average Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Gujarat is as under:**

<b>Period</b>	<b>Average Outlay</b>	<b>Increase w.r.t. average allocation of 2009-14</b>
<b>2009-14</b>	<b>₹589 crore/year</b>	<b>-</b>
<b>2024-25</b>	<b>₹8,743 Cr.</b>	<b>About 14.84 times</b>

**Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Gujarat during 2009-14 and 2014-2024 is as under:**

<b>Period</b>	<b>Total Commissioning</b>	<b>Average Commissioning</b>	<b>Increase w.r.t. average commissioning during 2009-14</b>
<b>2009-14</b>	<b>660 km</b>	<b>132 km/year</b>	<b>-</b>
<b>2014-24</b>	<b>2,244 km</b>	<b>224 km/year</b>	<b>1.69 times</b>

**During financial year 2023-24, total 567 km of sections has been commissioned in Gujarat.**

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**RAJASTHAN**

**Railway projects in Rajasthan are covered by North Western Railway (NWR), North Central Railway (NCR), Northern Railway (NR), Western Railway (WR) zone of Indian Railways.**

**55 No. Surveys (New line and Doubling) of total length 4,944 km falling fully partly in the state of Rajasthan have been sanctioned in the last three years and current year.**

**As on 01.04.2024, 32 Projects (15 New Lines, 5 Gauge Conversion and 12 Doubling) of a total length of 4,191 km, costing ₹51,814 crore, falling fully/partly in Rajasthan are in planning/approval/construction stage, out of which 1,183 Km length has been commissioned and an expenditure of ₹14,786 crore has been incurred upto March, 2024.**

**Average Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Rajasthan is as under:**

<b>Period</b>	<b>Average Outlay</b>	<b>Increase w.r.t. average allocation of 2009-14</b>
<b>2009-14</b>	<b>₹682 crore/year</b>	<b>-</b>
<b>2024-25</b>	<b>₹ 9,959 Crore</b>	<b>About 14.6 times</b>

**Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Rajasthan during 2009-14 and 2014-2024 is as under:**

<b>Period</b>	<b>Total Commissioning</b>	<b>Average Commissioning</b>	<b>Increase w.r.t. average commissioning during 2009-14</b>
<b>2009-14</b>	<b>798 km</b>	<b>159.6 km/year</b>	
<b>2014-24</b>	<b>3,742 km</b>	<b>374.2 km/year</b>	<b>Around 2.34 times</b>

## **JHARKHAND**

**Railway infrastructural Projects in the State of Jharkhand are covered by East Central Railway (ECR), Eastern Railway (ER) and South Eastern Railway (SER) Zone of Indian Railways.**

**84 No. Surveys (New line and Doubling) of total length 3,323 km falling fully partly in the state of Jharkhand including Hazaribag-Ramgarh have been sanctioned in the last three years and current year.**

**As on 01.04.2024, 32 projects (11 New Lines, 01 Gauge Conversions and 20 Doubling), of total length of 3,070 Km, costing ₹52,885 crore, falling fully/partly in the State of Jharkhand are in planning/approval/construction stage, out of which 744 Km length has been commissioned and an expenditure of ₹15,986 crore has been incurred upto March'24.**

**Average Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Jharkhand is as under:**

<b>Period</b>	<b>Average Outlay</b>	<b>Increase w.r.t. average allocation of 2009-14</b>
<b>2009-14</b>	<b>₹457 crore/year</b>	<b>-</b>
<b>2024-25</b>	<b>₹ 7,302 Crore</b>	<b>About 15.98 times</b>

**Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Jharkhand during 2009-14 and 2014-2024 is as under:**

<b>Period</b>	<b>Total Commissioning</b>	<b>Average Commissioning</b>	<b>Increase w.r.t. average commissioning during 2009-14</b>
<b>2009-14</b>	<b>287 km</b>	<b>57.4 km/year</b>	
<b>2014-24</b>	<b>1,218 km</b>	<b>121.8 km/year</b>	<b>About 2.12 times</b>

**During financial year 2023-24, total 124 km of sections has been commissioned in Jharkhand.**

## **MAHARASHTRA**

**Railway infrastructure projects falling fully/partly in the State of Maharashtra are covered under Central Railway, South Central Railway, South East Central Railway, South Western Railway and Western Railway Zones of Indian Railways.**



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**91 No. Surveys (New line, Gauge Conversion and Doubling) of total length 7,458 km falling fully/partly in the state of Maharashtra including Palghor have been sanctioned in the last three years and current year.**

**As on 01.04.2024, 41 projects (16 New Lines, 02 Gauge Conversions and 23 Doubling), of total length of 5,877 Km, costing ₹81,580 crore falling fully/partly in Maharashtra are in planning/approval/construction stage, out of which 1,926 km length has been commissioned and an expenditure of ₹31,236 crore has been incurred upto March, 2024.**

**Average Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Maharashtra is as under:**

<b>Period</b>	<b>Average Outlay</b>	<b>Increase w.r.t. average allocation of 2009-14</b>
<b>2009-14</b>	<b>₹1171 crore/year</b>	<b>-</b>
<b>2024-25</b>	<b>₹15,940 Crore.</b>	<b>About 13.61 times</b>

**Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Maharashtra during 2009-14 and 2014-2024 is as under:**

<b>Period</b>	<b>Total Commissioning</b>	<b>Average Commissioning</b>	<b>Increase w.r.t. average commissioning during 2009-14</b>
<b>2009-14</b>	<b>292 km</b>	<b>58.4 km/year</b>	<b>-</b>
<b>2014-24</b>	<b>1,830 km</b>	<b>183 km/year</b>	<b>About 3 times</b>

**During financial year 2023-24, total 358 km of sections has been commissioned in Maharashtra.**

## **ODISHA**

**Railway Infrastructure projects falling fully/partly in Odisha are covered by East Coast Railway, South Eastern Railway and South East Central Railway zones of Indian Railway.**

**90 No. Surveys (New line and Doubling) of total length 5,598 km falling fully partly in the state of Odisha including Malkangiri, Nabrangpur have been sanctioned in the last three years and current year.**

**As on 01.04.2024, 40 Projects (13 New Lines, 1 Gauge Conversion and 26 Doubling) of total length 4,017 Km, costing ₹54,434 crore, falling fully/partly in Odisha are in planning/approval/construction stage, out of which, 1,100 Km length has been commissioned and an expenditure of ₹22,833 crore has been incurred upto March, 2024.**

**Recently, the following New Line projects falling fully/partly in Odisha have been sanctioned:**

**Puri - Konark (32.02 Km), Gunupur-Therubali (73.62 Km), Malkangiri-Pandurangapuram via Bhadrachalam (173.61 Km), Badampahar-Kendujhargarh (82.06 Km), Junagarh - Nabarangpur (116.21 Km),**

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**Buramara-Chakulia (59.96 Km), Bangriposi-Gorumahisani (85.6 Km), Bargad Road- Nawapara Road (138.32 Km), Sardega - Bhalumuda (37.24 Km).**

**Average Annual Budget allocation for Infrastructure and safety works, falling fully/partly in the State of Odisha is as under:-**

<b>Year</b>	<b>Budget Outlay</b>	<b>Increase w.r.t. average annual allocation of 2009-14</b>
<b>2009-14</b>	<b>₹ 838 Cr./Year</b>	<b>-</b>
<b>2024-25</b>	<b>₹10,586 Cr.</b>	<b>12.6 times</b>

**Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Odisha during 2009-14 and 2014-2024 is as under:**

<b>Period</b>	<b>Total length Commissioned</b>	<b>Commissioning per year</b>	<b>Increase in commissioning as compared to average commissioning during 2009-14</b>
<b>2009-14</b>	<b>267 Km</b>	<b>53.4 Km</b>	<b>-</b>
<b>2014-24</b>	<b>1,827 Km</b>	<b>182.7 Km</b>	<b>About 3.5 times</b>

**During financial year 2023-24, total 243 km of sections has been commissioned in Odisha.**

### **Uttar Pradesh**

**Railway projects in Uttar Pradesh are covered by Northern Railway, North Central Railway, North Eastern Railway, East Central Railway and West Central Railway zones of Indian Railways.**

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**92 No. Surveys (New line and Doubling) of total length 5,310 km falling fully partly in the state of Uttar Pradesh including Misrikh have been sanctioned in the last three years and current year.**

**As on 01.04.2024, in Uttar Pradesh, 68 Railway projects (16 New Line, 03 Gauge Conversion and 49 Doubling), of total length of 5,874 km costing ₹92,001 crore falling fully/partly in the State, are at various stages of planning and implementation, out of which 1,313 km length has been commissioned and an expenditure of ₹28,366 crore has been incurred upto March 2024.**

**Average Annual Budget allocation for Infrastructure and safety works, falling fully/partly in the State of Uttar Pradesh is as under:-**

<b>Period</b>	<b>Average Outlay</b>	<b>Increase w.r.t. to average allocation during 2009-14</b>
<b>2009-14</b>	<b>₹1,109 crore/year</b>	<b>-</b>
<b>2024-25</b>	<b>₹19,848 crore/year</b>	<b>17.89 times</b>

**Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Uttar Pradesh during 2009-14 and 2014-2024 is as under:**

<b>Period</b>	<b>Total Track Commissioned</b>	<b>Average Track Commissioned</b>	<b>Increase w.r.t. average commissioning during 2009-14</b>
<b>2009-14</b>	<b>996 Km</b>	<b>199.2 km/year</b>	<b>-</b>
<b>2014-24</b>	<b>4,902 Km</b>	<b>490.2 km/year</b>	<b>2.46 times</b>

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**During financial year 2023-24, total 1,752 km of sections has been commissioned in Uttar Pradesh.**

**Himachal Pradesh**

**Railway infrastructural Projects in the State of Himachal Pradesh are covered by Northern Railway (NR) Zone of Indian Railways.**

**05 No. Surveys (New line and Gauge Conversion) of total length 441 km falling fully partly in the state of Himachal Pradesh have been sanctioned in the last three years and current year.**

**As on 01.04.2024, 04 New line of total length 255 km, costing ₹13,168 crore, falling fully/partly in the state of Himachal Pradesh are in planning/approval/construction stage, out of which, 61 km length has been commissioned and an expenditure of ₹6,225 crore has been incurred upto March, 2024.**

**Average Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Himachal Pradesh is as under:**

<b>Period</b>	<b>Average Outlay</b>	<b>Increase w.r.t. to average allocation during 2009-14</b>
<b>2009-14</b>	<b>₹108 crore/year</b>	<b>-</b>
<b>2024-25</b>	<b>₹2,698 Crore</b>	<b>About 25 times</b>

**(c): Railway is the most environment friendly and energy efficient mode of transportation. Cost of transportation by rail is less than half the cost of transportation by road. The expansion of railway**

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**network and capacity enhancement projects contributes towards achievement of climate goals and reducing logistics cost of transportation. In several studies it has been established that CO2 emissions by rail transportation is several times lower as compared to that with road. Thus, expansion of rail network invariably helps in reducing the carbon footprint of country.**

**The focus of Indian Railways is to lower dependence on the fossil fuels and reduce oil imports by increased use of renewable energy. In this endeavor, about 366 Mega Watt (MW) of Solar Plants (both Roof tops and land) and about 103 MW of Wind Power Plants have been commissioned till October'2024 over Indian Railways.**

**(e) and (f): Average speed of passenger carrying trains is dependent on factors like type of coaching stock, traction used, Maximum Permissible Speeds, Speed restrictions, Gradients and curves, line capacity utilization of the sections and stoppages enroute. In its constant endeavour to speed up train services, Indian Railways(IR) is up-gradating the coaching stock by proliferating LHB coaches, introducing Vande Bharat, Amirt Bharat, Namo Rapid Rail services etc. To increase speed of trains, various routes are identified in planned manner every year and taken up accordingly. Raising speed to 130 kmph is a continuous and ongoing process. Till, date sectional speed has been raised to 130 kmph on approximately 11,000 route kilometers in Indian Railways. Further, with a view,**

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**inter alia, to speed up trains, IR also undertook rationalization of Time-Table, in a scientific manner with the assistance of IIT-Bombay during 2020-21.**

**IR, makes all efforts to run trains as per their schedule and punctually. However, at times, trains do get delayed under unavoidable circumstances such as emergency safety related works, dislocation due to natural calamities, bad weather, accidents, law & order problems etc. Root cause analysis is being done on a daily basis at divisional and Zonal level regarding the failures affecting punctual running of trains, and based on the analysis, immediate corrective action is taken. This is an ongoing process. During April-24 to October-2024, the average punctuality of Mail/Express services of all divisions of IR is approximately 79%.**

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