

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5079
TO BE ANSWERED ON 02.04.2025**

TRACK RENEWAL

**†5079. SHRI KANWAR SINGH TANWAR:
SHRI ARUN GOVIL:
DR. HEMANT VISHNU SAVARA:
SHRI LUMBA RAM CHAUDHARY:
SHRI SHRIRANG APPA CHANDU BARNE:
SHRI JANARDAN MISHRA:
SMT. BHARTI PARDHI:
SHRI BAJRANG MANOHAR SONWANE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is any established criteria for determining when a railway track requires renewal, if so, the details thereof;**
- (b) the current backlog of track renewal projects along with the plan to address it;**
- (c) the details of the stretch of tracks renewed during the period from 2014-15 to 2024-25 as of February 2025, State/zone-wise, particularly in Sirohi aspiration district in Rajasthan, Madhya Pradesh and Maharashtra;**
- (d) the funds allocated, released and utilised for the same from FY 2014-15 to FY 2024-25;**
- (e) the details of goods loaded by Railways during the year 2024;**
- (f) the details of the stretch of tracks renewed/upgraded for speed up to 130 kmph zone-wise;**
- (g) the funds allocated, released and utilized for Dedicated Freight Corridors as of February 2025; and**
- (h) the status and the timeline fixed for operationalisation of DFCs?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (f) Upgradation and renewal of tracks is a continuous and ongoing process. The track renewal is carried out as per the laid down criteria based on age, traffic carried, condition etc.

Track Renewal Works are planned and executed duly prioritizing the condition of track and various other factors so as to ensure that track is safe for running of trains at permitted speed.

During 2024-25 (up to Feb'25), about 6,300 km track renewals have been completed. As on 01.03.2025, about 10,000 km tracks are sanctioned for renewal.

The details of Track renewal carried out during 2014-25 (up to Feb'25) are as under:

Track renewed	~ 47,000 Km
Expenditure	Rs.1,31,280 Cr.

The above Track renewal includes railway tracks situated in Rajasthan (including 68 km in Sirohi district), Madhya Pradesh and Maharashtra.

The details of freight loading over the years are as under:

Year	Freight carried
2004-05	602 MT
2014-15	1098 MT
2024-25	1617 MT

During the FY 2024-25, the total freight loaded by the Railways has crossed 1,600 million tons, making it among top 3 railways of world.

For improving safety and increasing the speed of tracks, various upgradation measures taken are as under:

- (i) Using modern track components consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Pre-stressed Concrete Sleeper (PSC) Normal/Wide base sleepers with modern elastic fastenings.**
- (ii) Laying of fan-shaped turnout on PSC sleepers with Thick Web Switches and Weldable CMS Crossings.**
- (iii) Providing Steel Channel/H-beam Sleepers on girder bridges while carrying out primary track renewals.**
- (iv) Using 130m/260m long rail panels for rail renewals to minimize weld-joints.**
- (v) Field-welding by mobile Flash Butt Welding Plant and advanced USFD Testing technique of Rail/ Welds by Phased array technology.**
- (vi) Mechanization in Track renewal/ replacement using Track Relaying Trains, Points & Crossing Changing machines, Track laying Equipment etc.**
- (vii) Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to project optimal maintenance requirements.**
- (viii) Induction of advance modern machines for track maintenance i.e., high output tampers, high output Ballast Cleaning Machines and Rail Grinding machines etc.**
- (ix) Adopting Self-propelled Ultrasonic Rail Testing Car (SPURT) and Rail Cum Road Vehicle (RCRV) based USFD system for testing of rails/welds.**
- (x) Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.**

As a consequence of above measures, the details of railway tracks having speed potential of 110 kmph and 130 kmph are as under:

Speed potential of 110 kmph and above	
2014	~ 31,000 km
2025 (till now)	~ 80,000 km (more than 2.5 times)

Speed potential of 130 kmph	
2014	~ 5,000 km
2025 (till now)	~ 23,000 km (more than 4.6 times)

The zone-wise details of sections having speed potentials of 130 kmph are as under:

S. No.	Zone	Section
1	Central Railway	Jujharpur - Balharshah
2	Central Railway	Igatpuri - Bhusaval - Wardha
3	Central Railway	Pune - Daund - Solapur - Wadi
4	Eastern Railway	Pradhan Khunta - Howrah
5	Eastern Railway	Salanpur - Jhajha
6	East Central Railway	Pt. Deen Dayal Upadhyay - Pradhan Khunta
7	East Central Railway	Pt. Deen Dayal Upadhyaya Jn. - Jhajha
8	East Cost Railway	Bhadrak - Visakhapatnam
9	Northern Railway	New Delhi - Palwal
10	Northern Railway	New Delhi - ChipyanaBuzurg
11	Northern Railway	Delhi - Ambala Cantt - Ludhiana
12	North Central Railway	Palwal - Lalitpur
13	North Central Railway	ChipyanaBuzurg - Pt. Deen Dayal Upadhyay
14	North Western Railway	Madar - Palanpur
15	North Western Railway	Rewari - Madar
16	Southern Railway	Gudur - Chennai
17	Southern Railway	Renigunta Jn. - Arakkonam Jn. - Chennai
18	Southern Railway	Arakkonam - Jolarpettai
19	South Central Railway	Balharshah - Vijayawada

20	South Central Railway	Duvada - Gudur
21	South Central Railway	Wadi - Renigunta Jn.
22	South Central Railway	Kazipet- Secunderabad
23	South Central Railway	Darmavaram - Gooty
24	South Eastern Railway	Jharsuguda - Rourkela - Howarh
25	South Eastern Railway	Kharagpur - Bhadrak
26	South East Central Railway	Nagpur - Jharsuguda
27	South Western Railway	Jolarpettai Jn. (exl.) - Bengaluru City Jn.
28	Western Railway	Nagda - Ratlam
29	Western Railway	Godhra - Virar
30	Western Railway	Vadodara- Ahmedabad
31	West Central Railway	Mathura - Nagda
32	West Central Railway	Bina - Jujharpur
33	West Central Railway	Khandwa - Itarsi

(g) & (h) The construction of Dedicated Freight Corridor is under taken by DFCCIL, an SPV of Ministry of Railways. Two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Son Nagar (1337 km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 km) planned for construction. Out of total 2843 km, 2741 Route Kilometers (96.4%) has been commissioned and is operational. The work in balance section has been taken up.

Up to Feb'25, an expenditure of ₹99,034 Cr has been incurred in DFC projects.
