

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5159
TO BE ANSWERED ON 02.04.2025**

STATUS OF EAST-WEST AND EAST COAST DFCs

**5159. SHRI G LAKSHMINARAYANA:
SHRI APPALANAIDU KALISSETTI:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of all Dedicated Freight Corridors (DFCs) including their current status (completed, ongoing, approved and proposed);**
- (b) the total route length, investment and key infrastructure of each corridor;**
- (c) the current operational status of the Eastern DFC and Western DFC along with the expected completion timeline for the remaining sections;**
- (d) the status of the East-West and East Coast DFCs including land acquisition, funding, and execution progress;**
- (e) whether the Government has proposed any new freight corridors such as the North-South and Southern DFCs, if so, the estimated timeline for their feasibility studies and approval; and**
- (f) the expected impact of these corridors on logistics costs, industrial connectivity and freight movement State-wise particularly in Andhra Pradesh?**

ANSWER

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

(a) to (f): Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal

Cont....2/-

(JNPT) to Dadri (1506 Km). Out of total 2843 Km, 2741 Route Kilometers (96.4%) has been commissioned and operational. The work in balance section has been taken up.

Upto Feb'2025, expenditure of ₹ 99,034 crores has been incurred on DFC Corridors.

Dedicated Freight Corridor (DFC) Project has positive impact on transportation and logistics sector as it enabled enhanced movement of Double Stack Container (DSC) trains, higher axle load trains, faster access of northern hinterland by Western Ports and development of new terminals/linkages with industries along the DFC. The Eastern DFC mostly caters to mineral traffic from Eastern India. These developments enabled reduction in logistic cost.

DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. Traffic on DFC in 2024-25 (till Feb.2025) has reached to 352 average trains per day. In Feb. 2025, 371 average trains per day were run. As a result, Railways have been able to run additional goods and coaching services over its network with better punctuality.

Currently railways is working on increasing the capacity of its network. The line from Kolkata to Chennai (1685 km) is a high traffic density route of Indian Railways along east coast of India, identified for quadrupling. Status of projects are as below:

Section	Status of 3 rd & 4 th line
South Eastern Railway	
Kolkata (Howrah)– Kharagpur (109 km)	3rd line is operational. Survey of 4th line has been taken up
Kharagpur –Narayangarh (28 km)	3rd line is operational. Survey of 4th line has been taken up
Narayangarh–Bhadrak (152 km)	35 Km out of 153 km 3rd line commissioned. Work in balance

	<p>section has been taken up.</p> <p>Survey of 4th line has been taken up</p>
East Coast Railway	
Bhadrak-Nergundi (104 km)	<p>41 Km out of 104 km 3rd line commissioned. Work in balance section has been taken up.</p> <p>Survey of 4th line has been taken up</p>
Nergundi – Barang (22 km)	<p>3rd line is Sanctioned. Land acquisition in progress</p> <p>Survey of 4th line has been taken up</p>
Barang – Khurda Road (35 km)	<p>3rd line is operational.</p> <p>Survey of 4th line has been taken up</p>
Khurda road – Vizianagaram (363 km)	<p>3rd line is Sanctioned. Land acquisition in progress</p> <p>Survey of 4th line has been taken up</p>
Vizianagaram –Kottavalasa (35 km)	<p>3rd line is operational between Vizianagaram –Kottavalasa</p> <p>Construction of 4th line between – Vizianagaram - Kottavalasa (35 km) has been taken up</p>
Kottavalasa–Vishakhapatnam (26 km)	<p>3rd & 4th line is operational between Kottavalasa – Vishakhapatnam</p>
South Central Railway	
Vishakhapatnam –Nidadvolu (223 km)	<p>Survey of 3rd&4th line has been taken up</p>
Nidadvolu–Vijaywada (154 km)	<p>There are existing 4 lines between Nidadvolu–Vijaywada</p> <p>2 lines via Eluru and 2 lines via Bhimavaram Jn.</p> <p>Survey of 3rd line has been taken up for Vijaywada – Eluru- Nidadvolu section.</p>
Vijaywada–Gudur (292 km)	<p>241 Km out of 292 km 3rd line commissioned. Work in balance section has been taken up.</p> <p>Survey of 4th line has been taken up</p>
Southern Railway	
Gudur–Attipattu (115 km)	<p>Survey of 3rd & 4th line has been taken up</p>
Attipattu–Chennai (27 km)	<p>3rd and 4th lines are operational</p>

-:4:-

Indian Railways has imbibed the principles of Gati Shakti in its project planning process and now survey of all Multi tracking 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, capacity augmentation, 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.
