

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1752  
TO BE ANSWERED ON 30.07.2025**

**DEDICATED FREIGHT CORRIDORS OF RAILWAYS**

**1752. SHRI VE VAITHILINGAM:**

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

- (a) whether it is a fact that since 1951 the railway sector's share as a transporter of freight traffic has declined from 86.2 percent to 27 percent today;**
- (b) if so, the details of the remedial steps proposed to be taken by the Government in view of the fact that the country's logistics sector is required to grow by 25 per cent to meet the requirement of moving goods; and**
- (c) the initiatives taken/being taken by the Government to ensure transparency in the operations of the Dedicated Freight Corridors (DFCs) in order to build trust with logistics providers and shippers?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) & (b) Indian Railways has undertaken a comprehensive set of initiatives aimed at increasing its modal share in freight transportation. These efforts include the construction of new railway lines, multitracking of existing routes. Port connectivity is being strengthened to facilitate seamless multimodal logistics, while the**

development of Gati-Shakti Multi Modal Cargo Terminal (GCTs) is improving cargo handling capabilities. A corridor-based approach is being adopted to streamline movement over the high-density routes. Modernization of rolling stock and the induction of High Horse Power (HHP) locomotives are improving hauling capacity and reliability of assets. The railway freight volume has increased 22.1 times in FY 2024-25 since 1951.

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹ 6.75 lakh crore are sanctioned, out of which 12,769 Km length has been commissioned and an expenditure of approx. ₹2.91 lakh crore has been incurred upto March, 2025. The summary is as under: -

<b>Category</b>	<b>No of Projects</b>	<b>Total Length NL/GC/DL (km)</b>	<b>Length Commissioned till Mar'25 (Km)</b>	<b>Total Exp upto Mar'25(₹ in Cr)</b>
<b>New Lines</b>	<b>154</b>	<b>16,142</b>	<b>3,036</b>	<b>1,45,318</b>
<b>Gauge Conversion</b>	<b>33</b>	<b>4,180</b>	<b>2,997</b>	<b>22,753</b>
<b>Doubling /Multitracking</b>	<b>244</b>	<b>15,644</b>	<b>6,736</b>	<b>1,22,858</b>
<b>Total</b>	<b>431</b>	<b>35,966</b>	<b>12,769</b>	<b>2,90,929</b>

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

The details of commissioning/ laying of new track across Indian Railways is given below:-

<b>Period</b>	<b>New track Commissioned</b>	<b>Average commissioning of new tracks</b>
<b>2009-14</b>	<b>7,599 Km</b>	<b>4.2 Km/day</b>
<b>2014-25</b>	<b>34,428 Km</b>	<b>8.57 Km/day (more than 2 times)</b>

**The details of conversion of single line sections to multi-track sections across Indian Railways is given below: -**

<b>Period</b>	<b>Doubling Commissioned</b>	<b>Average commissioning of Doubling</b>
<b>2009-14</b>	<b>1,875 Km</b>	<b>375 Km/ year</b>
<b>2014-25</b>	<b>18,558 Km</b>	<b>1687 Km/ year (Nearly 5 times)</b>

**The Average Annual Budget allocation for multi-tracking projects across Indian Railways is given below:**

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>₹2,461 crore/year</b>
<b>2014-25</b>	<b>₹20,882 crore (More than 8 times)</b>

**Further, the following steps have been taken to enhance traffic on Indian Railways:**

- **Liberalized investment schemes (General-Purpose Wagon Investment Scheme, Liberalized Special Freight Train Operator scheme, Automobile Freight Train Operator) in wagons have been launched for induction of more wagons in the rail system.**
- **‘Gati Shakti Multi-Modal Cargo Terminal (GCT)’ policy has been launched to develop freight terminals and increase cargo. 112 terminals under the new policy have been commissioned since Dec 2021.**

- **To facilitate cargo aggregation and thereby, expand the commodity basket, a new transportation product “Cargo Aggregator Transportation Product” has been introduced.**
- **Freight booking, charging, payment, tracking of consignment, wharfage, demurrage, refund all processes have been computerized to make the freight booking easier and accessible.**
- ***Inter alia*, Concessions are being provided under the “Merry-Go-Round” (MGR) policy. Discount schemes for bagged consignments in open and flat wagons and Short-lead concession scheme have been launched. Rationalization of freight rates for automobile traffic has been done to promote transportation of automobiles by Rail. Charging of Special Haulage Rate for Bulk Cement (Cement in loose form) has been initiated. Telescopic rate benefit to domestic coal traffic in Rail-Sea-Rail (RSR) mode provided. Rationalization of Station-to-Station (STS) rates carried out to attract additional traffic. Busy Season Surcharge have been reviewed.**

**(c) In order to ensure greater transparency and build trust with logistics providers and shippers, Dedicated Freight Corridors (DFCs) Corporation limited has ensured that Business opportunities are accessible to all customers without any discrimination as per eligibility criteria fixed by Ministry of Railways, opportunities such as booking of rakes, opening of terminals etc. are available over entire Dedicated Freight Corridors.**

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