

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1834
TO BE ANSWERED ON 30.07.2025**

RAILWAY ZONES IN THE COUNTRY

1834. SHRI G KUMAR NAIK:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the total number of railway zones in the country and the railway density in each zone, State/Union Territory-wise;**
- (b) the railway density in the State of Karnataka, district-wise;**
- (c) whether the Government has a policy that defines the minimum railway density required to adequately meet public transportation needs and support economic growth;**
- (d) if so, the details thereof;**
- (e) whether the existing railway density is sufficient to meet the needs of the people, if so, the details thereof; and**
- (f) the details of schemes or initiatives proposed by the Government to enhance railway density in Karnataka ?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (f) :There are 17 Railway Zones operational (including Metro Railway, Kolkata) in the country. Further, foundation stone of South Coast Railway has also been laid recently.

The details of Zonal Railway wise route km is given below : -

S.No.	Railway	Route Km.
1	Central	4275
2	Eastern	2841
3	East Central	4377
4	East Coast	3071
5	Northern	7406
6	North Central	3522
7	North Eastern	3492
8	Northeast	4348
9	North Western	5712
10	Southern	5092
11	South Central	6610
12	South Eastern	2749
13	South East	2541
14	South Western	3692
15	Western	6284
16	West Central	3124
17	Metro, Kolkata	45
	Total	69,181

Railway network in any area depends upon the population density of that area, terrain, geographical features, etc. Therefore, Railway density varies from region to region.

The rail infrastructure augmentation plan inter-alia focuses on the network capacity enhancement, removal of bottlenecks, increasing average speed of freight trains, reduction in cargo transit time and cost. Further, to improve capacity of existing network, several capacity enhancement/augmentation survey/works have been sanctioned by railways. These works include multi tracking, rail flyovers, by pass lines, yard remodelling works etc.

Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/UT wise/District wise as the Railway projects may span across State/UT/District boundaries. Railway

projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes including connectivity between major cities and rural areas, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

During last 3 years (2022-23, 2023-24, 2024-25) and current FY, 892 no. Surveys (267 New line, 11 Gauge Conversion and 614 Doubling) of total length 61,462 Km have been sanctioned across Indian Railways including Karnataka.

During last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 237 projects (40 New Line, 17 Gauge Conversion and 180 Doubling) of total length 9,703 Km, costing approx. ₹1,90,333 Crore have been sanctioned across Indian Railways including Karnataka.

Railway infrastructure projects falling fully/partly in the State of Karnataka are covered under South Western Railway (SWR), Central Railway (CR), Southern Railway (SR) and South Central Railway (SCR) zones of Indian Railways. Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

As on 01.04.2025, 25 projects (15 new lines, 10 Doubling) of 3,264 km length, costing ₹42,517 crore falling fully/partly in Karnataka are sanctioned, out of which 1,394 Km length has been commissioned and an expenditure of ₹21,310 Crore has been incurred upto March' 2025.

The summary is as under:-

Category	No of sanctioned Projects	Total Length (in km)	Length Commissioned Upto Mar'25 (Km)	Exp upto Mar'25 (₹ in cr.)
New Line	15	2,034	421	8,794
Doubling/ Multitracking	10	1,230	973	12,516
Total	25	3,264	1,394	21,310

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
2025-26	₹7,564 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 2014-25 is as under:

Period	Total Track Commissioned	Average Track Commissioned
2009-14	565 Km	113 km/year
2014-25	1,671 Km.	152 km/year

Details of some of the recently completed projects falling fully/partly in Karnataka are as under :

S. No	Project	Cost (₹in Crores)
1	Kottur-Harihar New Line (65 km)	468
2	Hassan-Bangalore New Line (167	1290
3	Bidar-Gulbarga New Line (110 km)	1543
4	Shivani-Hosadurga Road Doubling	50

5	Shivani-Birur Doubling (29 km)	143
6	Hosadurga-Chikjajur Doubling (29	260
7	Ramanagram-Mysore patch Doubling	998
8	Yelahanka – Chennasandra Doubling	108
9	Yeshwantpur-Yelahanka Doubling	95
10	Netrawati-Mangalore Central	28
11	Kankanadi-Panambur Doubling (19	350
12	Arsikere-Tumkur Doubling (96 km)	758
13	Yelahanka-Penukonda Doubling (123	1104
14	Daund-Gulbarga Doubling (225 km)	3182
15	Hubli-Chikjajur Doubling (190 km)	1850

Some of the projects falling fully/partly in Karnataka which have been taken up are as under:

S No.	Project	Cost (₹ in Crores)
1	Hospet-Hubli-Londa-Vasco-de-Gama Doubling (312 Km)	4153
2	Toranagallu-Ranjithpura Doubling (23 Km)	147
3	Hotgi-Gadag Doubling (284 Km)	2459
4	Ginigera - Raichur New line (165 Km)	3401
5	Gadag - Wadi New line (257 Km)	2842
6	Bagalkot - Kudachi New line (142 Km)	1649
7	Tumkur - Rayadurga New line (207 Km)	2496
8	Tumkur - Davangere New line (182 Km)	2142
9	Chikmagalur - Belur New line (22 Km)	290
10	Kadur - Chikmagalur New line (46 Km)	535
11	Baiyyapanahalli - Hosur Doubling (48 Km)	336
12	Yeshwanthpur - Channasandra Doubling (22 Km)	314

Despite the fact that Government of India has been progressively allocating record funds for railway projects, many projects in Karnataka are still delayed due to slow pace of land acquisition.

Some of the projects delayed due to land acquisition are given as under:-

S No.	Project	Total Land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1	Shimoga - Rannebennur New line (96 Km)	559	226	333
2	Belgaum - Dharwad New line (73 Km)	531	0	531
3	Shimoga - Harihar New line (79 Km)	488	0	488
4	Whitefield-Kolar New line (53 km)	337	0	337
5	Hassan-Belur New Line(27 km)	206	0	206

Summary of the status of land acquisition in Karnataka is as under:

Total Land required for Projects in Karnataka	8969 Ha
Land Acquired	5657 Ha (63%)
Balance Land to be acquired	3312Ha (37%)

Completion of Railway project/s depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s site, number of working months in a year for particular project site etc. All these factors affect the completion time and cost of the project/s.
