

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2768
TO BE ANSWERED ON 17.12.2025**

EXPENDITURES OF RAILWAYS

**2768. DR. SHRIKANT EKNATH SHINDE:
SHRI RAVINDRA DATTARAM WAIKAR:
SMT. BHARTI PARDHI:
SHRI SHRIRANG APPA CHANDU BARNE:
SHRI VISHALDADA PRAKASHBAPU PATIL:
SHRI NARESH GANPAT MHASKE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the Budget Estimate, Revised Estimate and Actual Expenditure of Indian Railways during the last three financial years including current financial year, zone-wise;**
- (b) whether funds earmarked for safety works and track renewal have been fully utilised during the current financial year and if so, the details thereof and if not, the reasons for underutilisation;**
- (c) the total railway land identified for monetisation and the revenue generated through land monetisation during the last three financial years, zone-wise;**
- (d) whether any land monetisation projects are pending due to issues related to State Government permissions or local body approvals and if so, the details thereof; and**
- (e) the details of the measures taken to enhance non-fare revenue and reduce dependence on budgetary support for capital projects aligning with financial sustainability goals?**

ANSWER

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

(a) & (b): Details of Earnings and Expenditure of Indian Railways since 2022-23 is as under:

(Rs. in crore)

	2022-23	2023-24	2024-25
Total Revenue	2,40,177	2,56,094	2,65,678
Total Expenditure	2,37,660	2,52,834	2,63,018
Surplus (Net Revenue)	2,517	3,260	2,660
Total Capex (Budgetary Sources)	1,62,658	2,45,592	2,54,312

Railway wise details of Total Earnings and Total Expenditure are available in Annual Statistical Statement of Indian Railways which is available on website of Indian Railways (<https://indianrailways.gov.in>).

During 2025-26, Rs. 1,16,514 cr. have been allocated for Safety Related activities which includes activities for Track Renewal and Track maintenance. Utilisation upto Nov'25 is about 70%.

(c) & (d): Vacant Railway land not required by Railway for its immediate operational needs is entrusted to Rail Land Development Authority (RLDA) for commercial development. Approximately, 1308 hectares of land has been entrusted to RLDA for commercial monetization. The revenue generated by the Indian Railways from the use of land and spaces for commercial purposes during last three years has been Rs 8,209 cr.

Execution of land monetisation projects depends on many factors such as availability of proper land documents, change in land use, approval of plans and litigation etc., affecting the completion time.

(e): Several steps have been taken by Indian Railways to increase Non fare Revenue through advertisement and other innovative Ideas like:

- **Advertisement through Rail Display Network (RDN) at stations.**
- **Advertisement through Out of Home (OOH)**
- **Advertisement on Mobile Assets like coaches and inside train.**
- **Innovative solutions to enhance passengers satisfactions like Provision for sleeping pods, Single Brand Premium Outlet, Kiosk for providing facility for booking auto & Taxis, Providing E-Wheel chair facility on payment basis, Health Kiosk, Medical store to sell Generic medicines.**
- **Licence fee from Parking contracts**
- **Land Monetisation**
- **Receipts from Catering contracts**

To increase overall revenue, following measures have been taken by Indian Railways:

- **To increase the network capacity, rail network expansion has been taken up in a big way by construction of new lines, multi tracking of existing lines and gauge conversion of existing lines. The details of new tracks laid during the 11 years are as under:**

Period	New Tracks Commissioned
2009-14	7,599 km
2014-25	34,428 km

Further as on 01.04.25, there are 431 (154 New Line, 33 Gauge Conversion and 244 Doubling) projects are sanctioned. The summary of which is as under:

Category	No. of Projects	Total Length (Km)	Length Completed till Mar'25 (Km)	Balance length (Km)	Cost (Cr.)
New lines	154	16,142	3,036	13,105	3,77,389
Gauge conversion	33	4,180	2,997	1,183	43,820
Doubling/ Multi tracking	244	15,644	6,736	8,909	2,53,711
Total	431	35,966	12,769	23,197	6,74,920

- **Removing bottlenecks in operations by yard remodelling, construction of bypass/chord lines, rail flyovers etc.**
- **The construction of Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km) has been taken up. Out of total 2843 kms, 2741 route kms (96.4%) has been commissioned and operational.**
- **Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.1% of Broad Gauge (BG) network has been electrified. A comparison of electrification before and after 2014 is as follows:**

Period	Route Kilometre
Before 2014	21,801
2014-25	46,900

- **Procurement of Wagons and Locomotives:** To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.
- **Industry participation in investment in General Purpose Wagons, Special Purpose/High-Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc.** So far, around 240 rakes of special purpose wagons, 374 rakes of general-purpose wagons and 48 rakes of automobile wagons have been inducted.
- **Under the 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy** so far, 118 new GCTs have been commissioned, with an estimated traffic capacity of 192 million tonnes per annum (MTPA). In addition, for improvement of freight and parcel terminals from the financial year 2023-24 onwards, an amount of ₹14,500 crore has been allocated.
- **A "Bulk Cement Terminal Policy"** for setting up terminals on Railway land has been launched recently as part of Railway reforms for facilitating Bulk Cement transportation.
- **Ensuring increased availability of rakes/wagons against demand.**
- **Use of Information Technology in freight operations to improve monitoring and utilization of assets.**
- **Induction of higher horsepower locomotives.**
- **Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.**

- **Improvement in track and signalling standards to carry higher volume of traffic.**
- **Training of staff and officers to adopt the new technology and management practices.**
