

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 4184
TO BE ANSWERED ON 18.03.2026**

MISSION RAFTAAR

4184. SHRI THARANIVENTHAN M S:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the routes identified under Mission Raftaar for speed enhancement, along with their current status including Tamil Nadu;**
- (b) the details of the increase in average speed achieved on these routes since the commencement of the programme;**
- (c) whether comprehensive safety audits were conducted before increasing train speeds and if so, the details thereof including the outcomes of such audits; and**
- (d) the details of the impact of enhanced train speeds on track maintenance cycles including the measures taken to ensure safety and durability of railway tracks and related infrastructure?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) Mission Raftaar was announced in the Railway Budget 2016-17 with the target of increasing the average speed of freight and superfast mail/express trains. Speeding up of trains is a constant endeavor and a continuous process which is dependent upon upgradation of tracks, signaling system, OHE, high powered locos, modern coaches etc.

The medium-term and long-term plans to achieve the Mission include infrastructure improvement i.e. construction of 3rd line, 4th line, providing bypasses, rail flyovers, right powering of trains, replacement of

conventional loco hauled trains by MEMUs, time tabling changes, modification of 1x25 KV traction system to 2x25 KV traction system etc.

Upgradation and improvement of railway tracks on Indian Railways to increase the speed potential have been carried out in a big way during last 11 years. The measures for track upgradation include use of 60 kg rails, wider base concrete sleepers, thick web switches, weldable CMS crossings, longer rail panels, H Beam sleepers, modern track renewal and maintenance machines etc.

As a result of above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	2014		2026 (up to Feb'26)	
	Track Km	%	Track Km	%
130 & above	5,036	6.3	23,713	22.4
110 - 130	26,409	33.3	62,036	58.7
< 110	47,897	60.4	19,923	18.9
Total	79,342	100	1,05,672	100

Two major routes i.e. New Delhi – Mumbai & New Delhi – Howrah of the Golden Quadrilateral have been taken up for enhancing the speed potential up to 160 kmph.

Sections having speed potential of 130 kmph in Tamil Nadu are as under:

- Chennai - Arambakkam (Chennai - Gudur route)**
- Chennai - Arakkonam - Katpadi – Jolarpettai**
- Arakkonam - Ponpadi (Arakkonam - Renigunta route)**
- Jolarpettai - Patchur (Jolarpettai– Bengaluru route)**
