GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 6179
TO BE ANSWERED ON 01.04.2026

DATA OF WAGON TURNAROUND TIME

6179. SHRI G KUMAR NAIK:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the data Wagon Turnaround Time (WTR) from 2014-15 to 2024-25 and the percentage of distance travelled empty by wagons during the said period and the measures taken/being taken to reduce empty running and improve asset utilisation, year-wise;

(b) the average speed of goods trains during each of the last decade along with the distribution of trains across different speed ranges;

(c) the details of Capital Output Ratio (COR) from 2014-15 to 2024-25 along with corresponding capital expenditure and traffic carried, year-wise

(d) the number of railway projects that have experienced cost overrun and time overruns during the last decade along with the extent of such overruns and reasons therefor;

(e) the details of the estimated financial impact of empty running and lower speeds on freight earnings; and

(f) the steps taken/being taken by the Government to optimise route planning, reduce congestion and enhance operational efficiency?

ANSWER

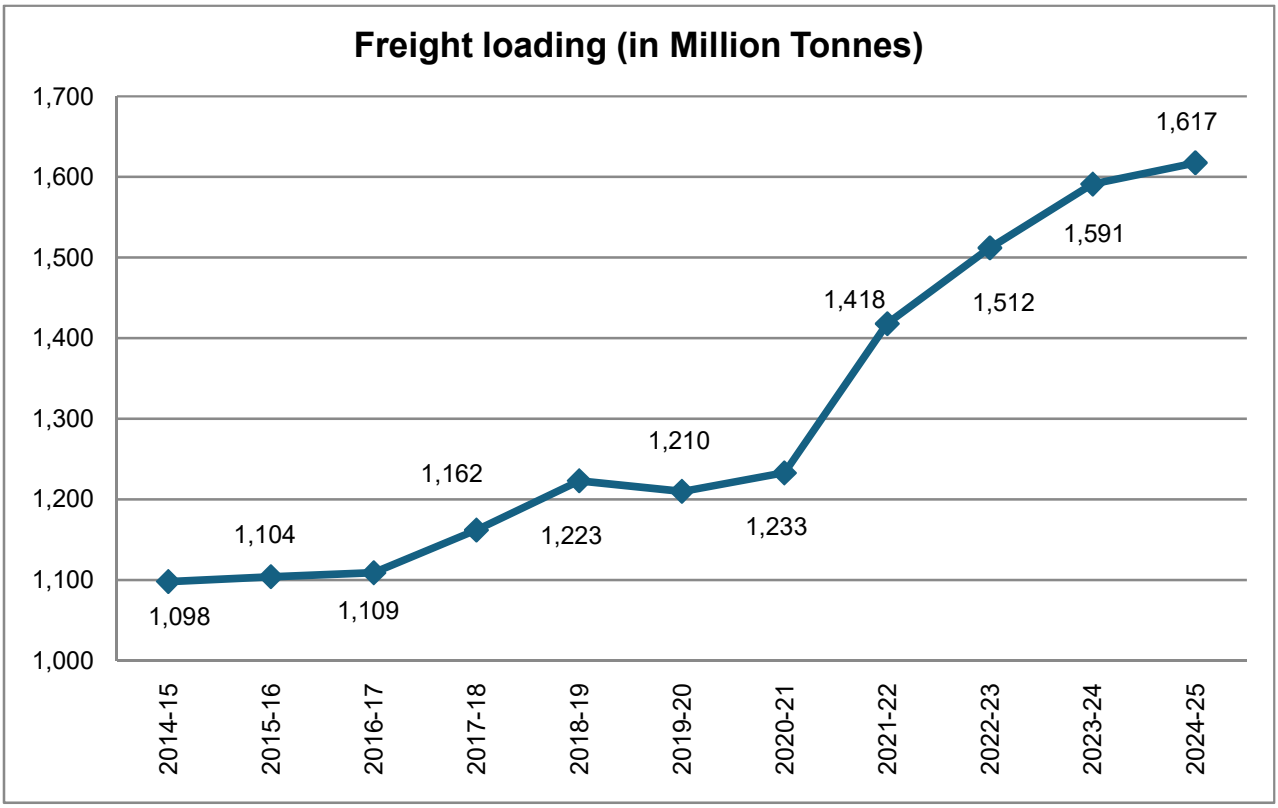
MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (f) Indian Railway has taken several measures during the last few years to enhance the freight loading and revenue. Freight loading since 2014 is as below:

Year	Freight loading (in Million Tonnes)
2014-15	1,098
2015-16	1,104

Year	Freight loading (in Million Tonnes)
2016-17	1,109
2017-18	1,162
2018-19	1,223
2019-20	1,210
2020-21	1,233
2021-22	1,418
2022-23	1,512
2023-24	1,591
2024-25	1,617



Because of these measures, the freight loading has increased from 1,233 MT in 2020-21 to 1,617 MT in 2024-25. During 2024-25, IR transported 1,617 MT thus becoming second largest freight carrying Railways in the world. The measures taken include following:

- **To increase the network capacity and improve wagon turn round, 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 10 years are as under:**

Period	New track 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 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

Some of the Projects recently completed are as follows:

SN	Name of project	Length (in Kms)
1	Udhampur- Srinagar- Baramulla new line	272
2	Bhairabi - Sairang New Line	51
3	Deoband - Roorkee New Line	27
4	Churu - Ratangarh Doubling	43
5	Tori-Shivpur 3rd Line	44
6	Araria - Galgalia New Line	110
7	Himmatnagar - Khedbrahma Guage Conversion	55
8	Bahraich- Nanpara -Nepalganj Guage Conversion	56
9	Domingarh- Gorakhpur -Kusumi 3rd Line & Gorakhpur - Nakaha Doubling	21

SN	Name of project	Length (in Kms)
10	Vijapur - Ambaliyasan Guage Conversion	43
11	Pune- Miraj -Londa Doubling	467
12	Manmad - Jalgaon 3rd Line	160
13	Phephna –Indara- Mau -Shahganj Doubling	150
14	Adraj -Moti -Vijapur Guage Conversion	40
15	Katni -Bina 3rd Line	279
16	Gandhidham- Adipur Quadrupling	21
17	Khatuwas - Narnaul Doubling	24
18	Penukonda- Dharmavaram Doubling	42

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

Some of the major projects sanctioned are as follows:

SN	Project Name	Cost (₹ in Crore)
1	Chopan – Chunar doubling (102 Km)	1,553
2	Guntur – Bibinagar doubling (239 Km)	3,238
3	Mudkhed – Medchal & Mahbubnagar – Dhone doubling (418 Km)	5,655
4	Samakhiali – Gandhidham Quadrupling (53 Km)	1,571
5	Merta City – Ras & Bypass at Merta Road new line (56 Km)	1,038
6	Lumding – Furkating doubling (140 Km)	2,334
7	Ajmer – Chanderiya doubling (178 Km)	1,813
8	Motumari – Vishnupuram with RoR doubling (100 Km)	1,746
9	Bikramshila – Katareah new line with new bridge on river ganga (26 Km)	2,549

SN	Project Name	Cost (₹ in Crore)
10	Gunupur – Therubali new line (74 Km)	1,326
11	Malkangiri – Pandurangapuram new line (174 Km)	4,109
12	Badampahar – Kendujhargarh new line (82 Km)	2,106
13	Junagarh – Nabarangpur new line (116 Km)	3,274
14	Buramara – Chakulia new line (60 Km)	1,639
15	Ajanta Caves Rail Connectivity (174 Km)	7,105
16	Bangriposi – Gorumahisani new line (86 Km)	2,549
17	Chandil – Anara – Damodar 3rd line (121 Km)	2,170
18	Bargarh Road – Nawapara Road new line (138 Km)	2,926
19	Sardega – Bhalumuda new double line (37 Km)	1,360
20	Varanasi – Pt. Deen Dayal Upadhyaya Multitracking with rail cum road bridge on river ganga (15 Km)	2,642
21	Jalgaon – Manmad 4th line (160 Km)	2,773
22	Bhusawal – Khandwa 3rd & 4th line (131 Km)	3,514
23	Sambalpur – Jarapada 3rd & 4th line (127 Km)	3,916
24	Jharsuguda – Sason 3rd & 4th line (35 Km)	1,181
25	Gondia – Ballarshah doubling (240 Km)	4,819
26	Kharsia – Naya Raipur – Parmalkasa 5th & 6th line (278 Km)	8,741
27	Wardha – Balharshah Quadrupling (135 Km)	2,381
28	Ballari – Chikjajur doubling (185 Km)	3,342
29	Koderma – Barkakana doubling (133 Km)	3,063
30	Itarsi – Nagpur 4th line (297 Km)	5,451
31	Dangoaposi – Jaroli 3rd & 4th line (43 Km)	1,752
32	Secunderabad – Wadi 3rd & 4th line (173 Km)	5,012
33	Furkating – New Tinsukia doubling (194 Km)	3,634

SN	Project Name	Cost (₹ in Crore)
34	Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km)	2,192
35	Gondia – Dongargarh 4th line (84 Km)	2,223
36	Wardha – Bhusawal 3rd & 4th line (314 Km)	9,197
37	Hosapete – Bellary quadrupling (65 Km)	2,372
38	Kasara – Manmad 3rd & 4th line (131 Km)	10,154
39	Punarakh – Kiul 3rd & 4th line (50 Km)	2,668
40	Gamharia – Chandil 3rd & 4th line (55 Km)	1,168
41	Sainthia- Pakhur 4th Line (81 Km)	1,569
42	Santragachi- Kharagpur 4th line (111 Km)	2,905
43	Nergundi – Barang & Khurda Road – Vizianagaram 3rd line (385 Km)	5,618
44	Son Nagar – Andal Multi tracking (375 Km)	13,606
45	Gorakhpur Cantt – Valmiki Nagar doubling (96 Km)	1,270
46	Jaipur – Sawai Madhopur doubling (131 Km)	1,269
47	Luni – Samdari – Bhildi doubling (272 Km)	3,531
48	Narkatiaganj – Raxaul – Sitamarhi – Darbhanga & Sitamarhi – Muzaffarpur doubling (256 Km)	4,553
49	Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km)	1,640
50	Tirupati – Pakala – Katpadi doubling (104 Km)	1,332
51	Ratlam – Nagda 3rd and 4th line (41 Km)	1,018
52	Aluabari Road – New Jalpaiguri 3rd & 4th line (57 Km)	1,786
53	Aurangabad (Chhatrapati Sambhajinagar) – Parbhani (177 Km)	2,179
54	Bhagalpur – Dumka – Rampurhat doubling (177 Km)	3,169
55	Itarsi – Bina 4th line (237 Km)	4,329
56	Vadodara – Ratlam 3rd & 4th line (259 Km)	8,885

SN	Project Name	Cost (₹ in Crore)
57	Devbhumi Dwarka (Okha) – Kanalus doubling (141 Km)	1,457
58	Badlapur – Karjat 3rd and 4th line (32 Km)	1,324
59	Delhi – Ambala Cantt 3rd & 4th line (194 Km)	5,983
60	Gondia – Jabalpur doubling (231 Km)	5,236
61	Manmad – Indore new line (360 Km)	18,529
62	Errupelam – Amaravati – Nambur new line (57 Km)	2,245
63	Vadhavan Port and New Palghar station new double line (22 Km)	1,507
64	Deshalpar – Hajipir – Luna and Vayor – Lakhpat new line (145 Km)	2,526

Completion of Railway project/s depends on various factors which include the following:

- **Land acquisition**
- **Forest clearance**
- **Shifting of infringing utilities**
- **Statutory clearances from various authorities**
- **Geological and topographical conditions of area**
- **Law and order situation in the area of project site**
- **Number of working months in a year for particular project site etc.**

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- **Substantial increase in allocation of funds.**
- **Delegation of powers at field level.**
- **Close monitoring of progress of project at various levels.**
- **Regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.**

- **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.**

- **Removing bottlenecks in operations by yard remodeling, 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 99.4% 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
2014-26 (upto Feb 26)	47,966

- **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. By the FY 2024-25, 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, 128 new GCTs have been commissioned, with an estimated traffic capacity of 198 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.**

- **Increasing the loadability for carrying additional traffic per wagon. Length of freight trains has also been increased to increase throughput per train.**

- **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 signaling standards to carry higher volume of traffic.**

- **Training of staff and officers to adopt the new technology and management practices.**

Further, Indian Railway has taken various steps to promote the improvement of freight segment through freight rationalization, adoption of various freight incentive schemes for transportation of bulk and small cargo & various concession and services. Some of them are as under:

- **Introduction of Gross Tonne Kilometer based haulage rate for Bulk Cement in Tank Containers,**
- **Cargo Aggregator Transportation Product to promote Fast- Moving Consumer Goods (FMCG), White Goods, Electronics, Automotive Components, etc.,**
- **Liberalised Automatic Freight Rebate Scheme in Traditional Empty Flow Directions,**
- **Concession on Short lead traffic,**
- **Discount in freight to Fly Ash /Bed Ash traffic booked in Open/flat Stock & covered wagons,**

- **Rationalisation of Haulage rate of Automobile traffic,**
- **Promotion of Bamboo Traffic in North Eastern Region by granting exemption from levy of Busy Season Charge (BSC).**
- **To enhance the capacity of the automobile stock, various new wagons have been introduced such as ACT 1, ACT 2, ACT 3, NMGHS, etc.**
- **Discount on empty haulage of containers transporting Chemical Gypsum and Tiles traffic,**
- **Classification of new commodities such as Potassium Sulphate, Ammonium Bicarbonate Food Grade, RUF Pitch, Liquefied Isobutylene, Liquefied Ethane, etc.**

The freight train movement is continuously monitored through the Freight Operations Information System (FOIS). To reduce empty runs and enhance wagon productivity, following measures have been taken:

- **Traditional Empty Flow Direction (TEFD) Policy: Providing freight discounts (up to 15–20%) to customers for loading traffic in the empty flow direction.**

- **Gati Shakti Cargo Terminals (GCT): Fast-tracking the development of terminals to reduce detention times at loading/unloading points.**

- **Stationary Asset Optimization: Deployment of high-speed freight locomotives and the commissioning of Dedicated Freight Corridors (DFCs) to segregate freight and passenger traffic.**

- **Dynamic Pricing: Implementation of various incentive schemes for "Round Trip" loading to encourage back-haul traffic.**

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