

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 697
TO BE ANSWERED ON 04.02.2026**

EXPANSION OF FREIGHT LOGISTICS AND REGIONAL CONNECTIVITY

**†697. SHRI KALI CHARAN SINGH:
SHRI BHARTRUHARI MAHTAB:
SHRI ANANTA NAYAK:
SHRI VIJAY KUMAR DUBEY:
SHRI RAMESH AWASTHI:
SHRI NALIN SOREN:
SHRI CHANDAN CHAUHAN:
SHRI SUKANTA KUMAR PANIGRAHI:
SHRI JUGAL KISHORE:
DR. HEMANG JOSHI:
SHRI SHANKAR LALWANI:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has undertaken initiatives to strengthen freight logistics and regional connectivity including first and last-mile solutions such as door-to-door services, goods sheds, private sidings and time-tabled cargo trains in the country particularly in Jharkhand and UT of Jammu and Kashmir and if so, the details thereof;**
- (b) whether progress has been made in wagon production upgradation and freight capacity enhancement and if so, the details of the improvements achieved and challenges faced in the process;**
- (c) whether railway projects in remote and tribal regions, particularly Kandhamal district of Odisha, including the new line via Phulbani, are under implementation and if so, the status of DPR review and proposals for agri-freight goods sheds/sidings;**
- (d) whether steps have been taken/being taken by the Government under PM Gati Shakti to provide rail connectivity to unconnected Aspirational and tribal districts like Kandhamal and if so, the measures and timelines to address the connectivity gap; and**

(e) the details of the current status, progress made so far, amount of funds sanctioned, land acquisition and expected timeline of the new railway line project connecting Gaya in Bihar to Chatra in Jharkhand?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): For strengthening freight logistics and regional connectivity, Indian Railways has implemented a multi-pronged strategy to enhance freight efficiency, ensure seamless regional connectivity, and provide robust first-and-last-mile solutions. The key initiatives are categorized below –

- (i) Terminal Development:** To improve the efficiency of rail freight handling at the terminals, Indian Railway has adopted two-pronged approach: encouraging development of modern rail freight terminals under Gati Shakti Multi-Modal Cargo Terminal (GCT) policy and augmenting/ upgrading the infrastructure at railway owned goods sheds. So far, 124 GCTs have already been commissioned (includes 11 GCTs in Jharkhand and 1 GCT in UT of Jammu and Kashmir) with an estimated traffic capacity of 198million tonnes per annum (MTPA). In addition, for improvement of customer amenities at goods and parcel terminals all across the country, an amount of Rs. 14,500 crore has been allocated for the financial year 2023-24, 2024-25 and 2025-26.
- (ii) Wagon Investment Schemes:** Indian Railway has already implemented various schemes for private sector to invest in wagons including the commodity focused specialized wagons such as wagons for cement, oil, steel, fly-ash etc. So far, around 243 rakes of special purpose wagons and 383 rakes of general-purpose wagons are operational, which are expected to improve modal share

in commodities like bulk cement, fly-ash, steel products, iron ores and coal etc. Besides, there is a separate scheme for transportation of automobiles under which around 51 rakes owned by industry are operational.

- (iii) Joint Parcel Product-Rapid Cargo Service (JPP-RCS) scheme: This scheme offers tailor-made logistics to meet specific needs of the customer and provide door-to-door parcel services. Under the scheme, provision has been made for online booking of parcel space in these services through Aggregators (in addition to India Post) on 'Virtual Aggregation Platform (VAP)'.**
- (iv) To provide door-to-door parcel service to the UT of Jammu and Kashmir, 192 parcel train services have operated since 13.09.2025 between Adarsh Nagar (Delhi) and Badgam (UT of Jammu and Kashmir) under the JPP-RCS scheme - transporting around 9,800 tonnes of parcel consignments.**
- (v) CONCOR, a PSU under Ministry of Railways is also providing Door-to-Door parcel services by utilizing the JPP-RCS over Delhi-Kolkata and Mumbai-Kolkata sectors. CONCOR is also providing Door-to-Door logistics under a pilot project at Sonik Goods shed.**

With regard to wagon production, following initiatives have been taken by Ministry of Railways for freight capacity enhancement–

- (i) Introduction of new design BOSM wagon for transportation of bulk commodities as well as point load commodities like steel coils and ACT1 wagon for transportation of automobiles particularly SUVs.**
- (ii) Regular production of stainless steel body BOBSNS wagons used for iron ore transport has commenced, which have 11% higher throughput as compared to existing BOBSN rake.**
- (iii) Flat Multipurpose Wagon for transportation of automobiles, trucks, military equipment, steel coils etc. has been introduced.**

- (iv) Enhanced loading in upper deck of double stack container has been permitted enhancing loading in upper deck from approx. 26t to 30.5t.
- (v) Steps for upgrading speed potential of 54 wagon variants, consisting of more than 50% of total wagon population, to 100 kmph has been undertaken.

Further, with regard to railway projects in remote and tribal region, it is stated that Railway projects are surveyed/sanctioned/executed Zonal Railway wise and not State-wise/District wise/region wise as the Railway projects may span across State/district boundaries/regions.

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Odisha is as under:

Period	Outlay
2009-14	₹ 838 Cr./year
2025-26	₹ 10,599 Cr. (Nearly 13 times)

The details of commissioning/laying of new track falling fully/partly in the State of Odisha during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks per year
2009-14	267 Km	53.4 Km
2014-25	2,150 Km	195.45 Km (More than 3.5 times)

As on 01.04.2025, 49 projects (19 New Lines and 30 Doubling), of a total length of 4,010 Km, costing ₹ 67,496 crore, falling fully/partly in Odisha, are sanctioned, out of which 1,429 Km length has been commissioned and an

expenditure of ₹28,043 crore has been incurred upto March' 2025. The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp. upto Mar'25 (₹ in Cr)
New Lines	19	1,544	256	6,270
Doubling/Multi-tracking	30	2,466	1,173	21,773
Total	49	4,010	1,429	28,043

Rail connectivity in Kandhamal/Boudh region:

To improve the connectivity in the region, the work of Khurda Road – Bolangir (301 Km) new line has been sanctioned at latest sanctioned cost of ₹ 5,089 Cr. So far, total 226 Km (Khurda Road – Daspalla (106 Km) and Puruna Katak – Boudh - Bolangir (120 Km)) have been commissioned. Works have been taken up on balance section.

To extend rail connectivity to Phulbani (Kandhamal District), a survey of Boudh - Phulbani (59 Km) new line has been taken up.

After preparation of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

Gaya-Chatra rail line:

Gaya-Chatra (99 Km) new line project was kept on hold earlier. However, keeping in view the freight loading potential of the area, it has been decided

to take forward this Project. Accordingly, preparation of revised DPR and revised estimate has been taken up.

Sanction of any railway project depends upon many parameters/factors which include the following:

- **Anticipated traffic projections and remunerativeness of the proposed route**
- **First and last mile connectivity provided by the project**
- **Connection of missing links and providing additional route**
- **Augmentation of congested/saturated lines**
- **Demands raised by State Governments/Central Ministries/Public representatives,**
- **Railway's operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

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.**

All these factors affect the completion time and cost of the projects.
