

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.2077  
TO BE ANSWERED ON 03.08.2015**

**ELECTRIFICATION OF RAIL LINE**

**†2077. SHRI ANOOP MISHRA:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the total length of railway lines in the country at present along with the length of electrified railway lines as well as their percentage to total length, State /Zone-wise;**
- (b) whether the Railways have received proposals from various States including Madhya Pradesh for doubling and electrification of railway lines; and**
- (c) if so, the details thereof along with the present status?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

**(SHRI MANOJ SINHA)**

**(a) to (c): A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARTED QUESTION NO.2077 BY SHRI ANOOP MISHRA TO BE ANSWERED IN LOK SABHA ON 03.08.2015 REGARDING ELECTRIFICATION OF RAIL LINE.**

**(a): State/Zone-wise details of total length of railway lines in the country along with the length of electrified lines upto 31.03.2015 as well as their percentage to total length are as under:**

**a (i) State-wise:**

<b>S. No.</b>	<b>State</b>	<b>Total Route Kilometres</b>	<b>Route Kilometres Electrified</b>	<b>Percentage Electrified (%)</b>
<b>1</b>	<b>Andhra Pradesh</b>	<b>3593</b>	<b>2487</b>	<b>69.22</b>
<b>2</b>	<b>Bihar</b>	<b>3639</b>	<b>1416</b>	<b>38.91</b>
<b>3</b>	<b>Chattisgarh</b>	<b>1197</b>	<b>861</b>	<b>71.93</b>
<b>4</b>	<b>Delhi</b>	<b>183</b>	<b>139</b>	<b>75.96</b>
<b>5</b>	<b>Gujarat</b>	<b>5259</b>	<b>785</b>	<b>14.93</b>
<b>6</b>	<b>Haryana</b>	<b>1630</b>	<b>444</b>	<b>27.24</b>
<b>7</b>	<b>Himachal Pradesh</b>	<b>296</b>	<b>15</b>	<b>5.07</b>
<b>8</b>	<b>Jammu &amp; Kashmir</b>	<b>273</b>	<b>163</b>	<b>59.71</b>
<b>9</b>	<b>Jharkhand</b>	<b>2182</b>	<b>1667</b>	<b>76.40</b>
<b>10</b>	<b>Karnataka</b>	<b>3281</b>	<b>483</b>	<b>14.72</b>
<b>11</b>	<b>Kerala</b>	<b>1050</b>	<b>873</b>	<b>83.14</b>
<b>12</b>	<b>Madhya Pradesh</b>	<b>4976</b>	<b>2442</b>	<b>49.07</b>
<b>13</b>	<b>Maharashtra</b>	<b>5725</b>	<b>2543</b>	<b>44.42</b>
<b>14</b>	<b>Odisha</b>	<b>2516</b>	<b>1641</b>	<b>65.22</b>

**Contd....2/-**

<b>S. No.</b>	<b>State</b>	<b>Total Route Kilometres</b>	<b>Route Kilometres Elec</b>	<b>Percentage Electrified (%)</b>
15	Punjab	2270	615	27.09
16	Pondicherry	22	11	50.00
17	Rajasthan	5871	795	13.54
18	Telengana	1753	794	45.29
19	Tamil Nadu	4027	1741	43.23
20	Uttar Pradesh	8919	3703	41.52
21	Uttarakhand	345	101	29.28
22	West Bengal	4070	2550	62.65
23	Other States	2731	0	0.00
	<b>Total</b>	<b>65808</b>	<b>26269</b>	<b>39.92</b>

**a (ii) Zone-wise:**

<b>S. No.</b>	<b>Zonal Railway</b>	<b>Total Route Kilometres</b>	<b>Route Kilometres Electrified</b>	<b>Percentage Electrified (%)</b>
1	Central	4041	2296	56.82
2	Eastern	2642	1649	62.41
3	East Central	3708	1949	52.56
4	East Coast	2679	1807	67.45
5	Northern	7197	2768	38.46
6	North Central	3216	1831	56.92
7	North Eastern	3832	575	15.01
8	Northeast Frontier	3983	342	8.59
9	North Western	5526	87	1.57

Contd....3/-

<b>S. No.</b>	<b>Zonal Railway</b>	<b>Total Route Kilometres</b>	<b>Route Kilometres Electrified</b>	<b>Percentage Electrified (%)</b>
<b>10</b>	<b>Southern</b>	<b>5078</b>	<b>2816</b>	<b>55.45</b>
<b>11</b>	<b>South Central</b>	<b>5919</b>	<b>2615</b>	<b>44.18</b>
<b>12</b>	<b>South Eastern</b>	<b>2716</b>	<b>2246</b>	<b>82.70</b>
<b>13</b>	<b>South east Central</b>	<b>2489</b>	<b>1368</b>	<b>54.96</b>
<b>14</b>	<b>South Western</b>	<b>3322</b>	<b>524</b>	<b>15.77</b>
<b>15</b>	<b>Western</b>	<b>6440</b>	<b>1607</b>	<b>24.95</b>
<b>16</b>	<b>West Central</b>	<b>2992</b>	<b>1761</b>	<b>58.85</b>
<b>17</b>	<b>Metro Railway</b>	<b>28</b>	<b>28</b>	<b>100.00</b>
	<b>Total</b>	<b>65808</b>	<b>26269</b>	<b>39.92</b>

**(b) & (c): Details of proposals from various States including Madhya Pradesh for doubling and electrification of railway lines are as under:**

**(i) For Doubling of Railway lines:**

**Representations, both formal as well as informal, from various organizations, users, elected representatives etc. are received from time to time at various levels in Railways including Divisional Headquarters, Zonal Headquarters and Railway Board. A centralized compendium of such representations is not maintained. However, no proposal for doubling of rail lines has been received in recent past from the State Government of Madhya Pradesh.**

**Contd....4/-**

**(ii) For Electrification of Railway lines:**

**No proposal has been recently received from the State Governments of Madhya Pradesh for electrification of railway lines. However, the following proposals for electrification of Rail Routes have been received from various other State Governments and their present status is as under:-**

<b>S. No.</b>	<b>Name of the proposed section(s) for electrification</b>	<b>State Government</b>	<b>Status/ Action taken</b>
<b>1.</b>	<b>Delhi-Rohtak</b>	<b>Haryana</b>	<b>Completed and electric traction has been introduced.</b>
<b>2.</b>	<b>Trivendrum-Kanyakumari</b>	<b>Kerala</b>	<b>Completed and electric traction has been introduced.</b>
<b>3.</b>	<b>Koraput- Damanjodi -Rayagada</b>	<b>Odisha</b>	<b>Koraput-Damanjodi rail line has already been electrified. Damanjodi- Rayagada is a sanctioned Railway Electrification work.</b>
<b>4.</b>	<b>Shoranur-Mangalore</b>	<b>Kerala</b>	<b>This is a sanctioned Railway Electrification work.</b>
<b>5.</b>	<b>Titlagarh-Sambalpur-Jharsaguda and Talcher- Sambalpur</b>	<b>Odisha</b>	<b>Electrification of both sections have been sanctioned.</b>
<b>6.</b>	<b>Haridaspur-Paradeep</b>	<b>Odisha</b>	<b>Electrification work is sanctioned as part of "New Line".</b>
<b>7.</b>	<b>Laksar-Dehradun</b>	<b>Uttara khand</b>	<b>This is a sanctioned Railway Electrification work.</b>
<b>8.</b>	<b>Kollam-Punalur</b>	<b>Kerala</b>	<b>At present, not feasible due to operational considerations.</b>
<b>9.</b>	<b>Shoranur-Nilambur</b>	<b>Kerala</b>	<b>At present, not feasible due to operational considerations.</b>

<b>S. No.</b>	<b>Name of the proposed section(s) for electrification</b>	<b>State Government</b>	<b>Status/ Action taken</b>
10.	<b>Ernakulam South – Cochin Harbour Terminus</b>	<b>Kerala</b>	<b>At present, not feasible due to operational considerations.</b>
11.	<b>Panvel-Pen-Roha &amp; Pen- Alibaug</b>	<b>Maha rashtra</b>	<b>Panvel-Pen section has been included in Railway Budget 2015-16.</b>
12	<b>Guwahati-Dibrugarh</b>	<b>Assam</b>	<b>At present, not feasible on operational considerations.</b>
13	<b>Bongaigaon-Kamakhya</b>	<b>Assam</b>	<b>At present, not feasible on operational considerations.</b>
13	<b>Chennai-Kanniyakumari</b>	<b>Tamil Nadu</b>	<b>Completed and electric traction has been introduced.</b>
14	<b>Gadag-Solapur</b>	<b>Karna taka</b>	<b>Solapur-Hotgi is part of Pune-Wadi-Guntakal electrification project. For Hotgi-Gadag, at present, not feasible on operational considerations.</b>
15	<b>Jind-Panipat, Narwana-Kurukshetra and Rohtak- Gohana-Panipat</b>	<b>Har yana</b>	<b>At present, not feasible on operational considerations.</b>
16	<b>Ahmedabad-Viramgam-Rajkot</b>	<b>Gujarat</b>	<b>It has been included in Railway Budget 2015-16.</b>
17	<b>Mehsana- Viramgam-Samakhiyali</b>	<b>Gujarat</b>	<b>It has been included in Railway Budget 2015-16.</b>
18	<b>Surendranagar – Pipavav Port</b>	<b>Gujarat</b>	<b>Approved under Special Purpose Vehicle (SPV).</b>
19	<b>Gandhidham-Kandla-Mundra Port</b>	<b>Gujarat</b>	<b>Approved under Special Purpose Vehicle (SPV).</b>
20	<b>Palanpur-Bhildi-Samakhiyali-Gandhidham</b>	<b>Gujarat</b>	<b>Approved under Special Purpose Vehicle (SPV).</b>

