

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO.2155
TO BE ANSWERED ON 03.08.2015**

RAILWAY NETWORK

†2155. DR. VIRENDRA KUMAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have noticed that its rail network in the country shows serious imbalance as certain States have thousands of kilometre long track while several States have negligible railway track;**
- (b) if so, the details thereof ;**
- (c) whether the Railways propose to lay railway line in the State having serious shortage of rail network;**
- (d) if so, the details thereof ; and**
- (e) the steps taken by the Railways in this regard?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 2155 BY DR. VIRENDRA KUMAR TO BE ANSWERED IN LOK SABHA ON 03.08.2015 REGARDING RAILWAY NETWORK

(a) & (b): As per latest data available, the State-wise length of railway lines (Route Kilometers) is as under:-

S. No	Name of State	Route Kms.
1	Andhra Pradesh	3592.67
2	Arunachal Pradesh	27.08
3	Assam	2480.65
4	Bihar	3638.73
5	Chhatisgarh	1197.34
6	Delhi	183.23
7	Goa	69.31
8	Gujarat	5258.49
9	Haryana	1630.06
10	Himachal Pradesh	296.26
11	Jammu & Kashmir	273.32
12	Jharkhand	2181.93
13	Karnataka	3281.00
14	Kerala	1049.74
15	Madhya Pradesh	4976.08
16	Maharashtra	5724.74
17	Manipur	13.85
18	Meghalaya	9.62
19	Mizoram	1.50
20	Nagaland	12.85
21	Odisha	2516.02
22	Punjab	2269.27
23	Rajasthan	5870.38
24	Sikkim	0.00
25	Tamil Nadu	4026.96
26	Telangana	1753.00
27	Tripura	151.40
28	Uttarakhand	345.23
29	Uttar Pradesh	8919.62
30	West Bengal	4069.97

(c) to (e): Based on demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives & Railway's own requirement, the proposals for new line projects are considered. They are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon throwforward of ongoing projects, overall availability of funds and competing demands which covers connectivity in backward & rural areas also. The projects are not sanctioned State-wise, area-wise and region-wise. However, considering Railways to be an engine of development for the area it serves, projects with rate of return less than the threshold limit of 14% have been sanctioned on socio-economic considerations. 134 number of new line works at an aggregate cost of Rs. 2.09 lakh crore having a total length of 14500 kilometres have been taken up on socio-economic ground. Although this may not bring all States to parity, the imbalance is likely to be reduced.