

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 647
TO BE ANSWERED ON 22.07.2026**

PM GATI SHAKTI NATIONAL MASTER PLAN

647. SHRI SUKANTA KUMAR PANIGRAHI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has accelerated railway modernisation under Kavach 4.0, PM Gati Shakti National Master Plan and the Union Budget 2026–27 to enhance rail safety, logistics efficiency and regional economic development and if so, the details thereof;**
- (b) the budget estimates, funds allocated, expenditure incurred and major railway projects sanctioned in Odisha during the last three years including new lines, electrification, line doubling, station redevelopment and Gati Shakti Cargo Terminals, year-wise;**
- (c) the status of the proposed Gopalpur–Phulbani–Rairakhol railway line including survey, DPR, cost estimates, sanction and implementation timeline;**
- (d) whether AI-enabled signalling, Kavach 4.0, predictive maintenance and digital monitoring systems have been introduced in Odisha and if so, the details thereof; and**
- (e) whether additional railway infrastructure and logistics projects are proposed for Odisha during 2026–27 and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e):

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26	16 (88% lesser)
2026-27 (upto June 2026)	2

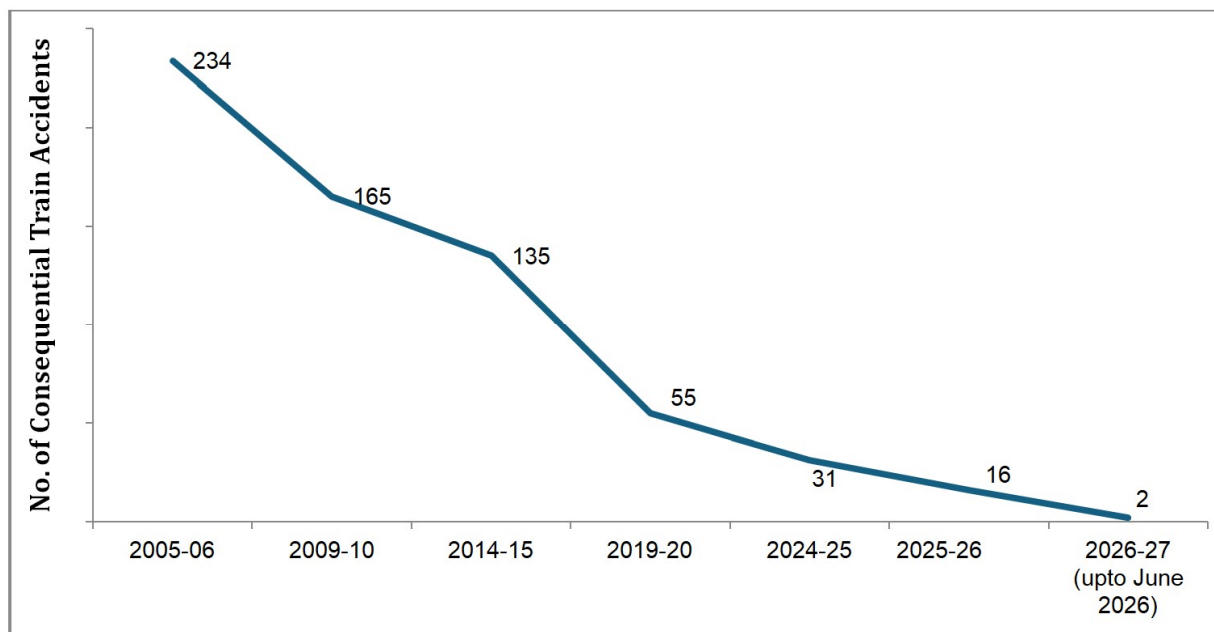
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2025-26	0.01 (91% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



The various safety measures taken to enhance safety in train operations are as under:-

- 1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-**

Year	Expenditure/Budget on Safety related activities (Rs. in Cr.)
2013-14	39,200
2022-23	87,336
2023-24	1,01,662
2024-25	1,14,022
2025-26	1,17,693
2026-27	1,20,389

- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,671 stations up to 30.06.2026 to reduce accidents due to human failure.**
- 3. Interlocking of Level Crossing (LC) Gates has been provided at 10,395 Level Crossing Gates up to 30.06.2026 for enhancing safety at LC Gates.**
- 4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,671 stations up to 30.06.2026.**
- 5. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.**
- 6. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- 7. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**

- 8. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.**
- 9. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.**
- 10. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**
- 11. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.**
- 12. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
- 13. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
- 14. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.**
- 15. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- 16. Patrolling of railway tracks to look out for weld/rail fractures.**
- 17. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
- 18. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**

- 19. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.**
- 20. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.**
- 21. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**
- 22. Replacement of conventional ICF design coaches with LHB design coaches is being done.**
- 23. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- 24. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.**
- 25. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.**
- 26. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.**
- 27. Regular counselling and training of staff is undertaken.**
- 28. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is**

planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S.No.	Item	2004-05 to 2013-14	2014-15 to 2025-26	2014-26 Vs. 2004-14
Technological Improvements				
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.26: 31,693 Nos.	352 times
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14: 3,699 Nos.	In 2025-26: 272 Nos.	93 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
Better Infrastructure and Rolling Stock				
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	14,362 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.26: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366	More than 21 times

Kavach Implementation

- 1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).**
- 2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.**
- 3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.**
- 4. Kavach was adopted as National ATP system in July, 2020.**
- 5. Implementation of Kavach System involves following Key Activities:**
 - a. Installation of Station Kavach at each and every station, block section.**
 - b. Installation of RFID Tags throughout the track length.**
 - c. Installation of telecom Towers throughout the section.**
 - d. Laying of Optical Fibre Cable along the track.**
 - e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.**
- 6. Based on deployment of Kavach version 3.2 on 1,465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.**
- 7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian**

Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.

8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,490 Route Kilometres as on 13.07.26, covering the high density Delhi- Mumbai and Delhi-Howrah routes including sections passing through as below:

SN	Section	Progress (Route Km)
(1)	Delhi-Mumbai route: 1,344 Rkm	
i	Tilak Bridge - Junction cabin – Palwal – Mathura –Nagda –Vadodra-Virar section (Except Mangalmhudi – Panchpipliya)	1,248
ii	Vadodara – Ahmedabad section	96
(2)	Delhi – Howrah route: 1,146 Rkm	
i.	Chipyana - Tundla - Kanpur - Subedarganj section	563
ii.	Kanpur – Lucknow section	71
iii.	DDU(FOC)-Bhabua Road section	50
iv.	Sasaram - Pheser section	43
v.	Gaya -Sarmatarn- Nimiaghat section	159
vi.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work is being taken up on 21,937 RKM covering all GQ,GD,HDN and identified sections of Indian Railways including sections passing through Odisha.

11. The total Progress of key items of Kavach on Indian Railway sections are as under:

SN	Item	Progress
i	Laying of Optical Fibre Cable	11,253 Km
ii	Installation of Telecom Towers	1,668 Nos.
iii	Station Data Centre	958 station
iv	Installation of Track side equipment	7,721 RKm
v	Provision of Kavach in Loco	6,045 Nos.

12. In addition, work for installation of Kavach in 7,435 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISSET.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs.3874.9 cr. The allocation of funds during the year 2026-27 is Rs.2066.24 crore. Requisite funds are made available as per the progress of works.

The PM Gati Shakti National Master Plan (NMP) was launched in October, 2021 to bring a transformative change in the approach towards planning

and execution of infrastructural projects pertaining to the transportation sector. The NMP, spanning across the entire country has brought in synergy between the infrastructural sectors such as railways, shipping, roadways, telecommunications, pipelines, etc. through collaboration amongst concerned Ministries/State Governments/Departments, speeding up the clearances needed for the project completion as well as planning at a faster pace.

Indian Railways has immediately imbibed the principles of Gati Shakti in its project planning process, expediting appraisal, sanction and execution of projects. On ground survey, route alignment, deciding alternative route to avoid passing through forest and wildlife areas, connectivity to ports, mines, collieries is done through PM Gati Shakti Institutional mechanism developed by BISAG-N. This has led to enhancement in the quality of preparation of Detailed Project Report and reduction in project cost.

Now survey of all New Line, Gauge Conversion and Doubling projects are taken up under PM Gati Shakti Institutional mechanism developed by BISAG-N for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency, first and last mile connectivity, throughput enhancement and remove gaps for seamless movement of people, goods/ commodities i.e. agricultural products, fertilizers, coal, iron ore, steel, cement, limestone etc.

ODISHA

Budget allocation in 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
2026-27	₹ 10,928 Cr. (More than 13 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Odisha is as under:

Period	New Track Commissioned	Average Commissioning of new tracks per year
2009-14	267 Km	53 Km
2014-26	2,236 Km	186 Km (More than 3.5 times)

Project Sanctioned:

As on 01.04.2026, 55 projects (19 New Lines and 36 Doubling/Multi-tracking), of a total length of 4,256 Km, costing ₹ 81,739 crore, falling fully/partly in Odisha, are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'26 (in Km)	Total Exp upto Mar'26 (₹ in Cr)
New Lines	19	1,544	277	7,288
Doubling/Multi-tracking	36	2,712	1,309	21,675
Total	55	4,256	1,586	28,963

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in Odisha are as under:

S. No.	Name of Project	Cost (In Crores of ₹)
1	Daitari-Banspani New Line and Jakhapura-Haridaspur 3rd Line (179 Km)	1,317
2	Jharsuguda - Sardega New Line (53 Km)	1,598
3	Haridaspur-Paradeep New Line (82 Km)	2,397
4	Angul-Sukinda New Line (104 Km)	2,834
5	Champa-Jharsuguda 3rd Line (152 Km)	1,227
6	Sambalpur-Titlagarh Doubling (182 Km)	2,262
7	Rourkela-Jharsuguda 3rd Line (101 Km)	1,313
8	Banspani- Jakhapura Doubling (164 Km)	1,827
9	Sambalpur-Talcher Doubling (174 Km)	1,539
10	Raipur - Titlagarh Doubling (203 Km)	1,171
11	Jharsuguda-Sardega Doubling (50 Km)	3,200

Ongoing Projects in Odisha:

Further, some of the main projects falling fully/partly in Odisha which have been taken up are as under:

S. No.	Name of Project	Total Cost (In Crores of ₹)
1	Junagarh-Nabarangpur New Line (116 Km)	2,865
2	Nabarangpur-Jeypore New Line (41 Km)	748
3	Jeypore-Malkangiri New Line (130 Km)	2,344
4	Malkangiri – Pandurangapuram New Line (174 Km)	3,592
5	Buramara-Chakulia New Line (60 Km)	1,459
6	Gunupur-Therubali New Line (74 Km)	1,166
7	Puri - Konark New Line (32 Km)	492
8	Badampahar-Kendujhargarh New Line (82 Km)	1,876

S. No.	Name of Project	Total Cost (In Crores of ₹)
9	Bangriposi-Gorumahisani New Line (86 Km)	2,269
10	Bargarh Road-Nawapara Road New Line (138 Km)	2,622
11	Nergundi - Vizianagaram 3rd Line (385 Km)	4,963
12	Vizianagram-Titlagarh 3rd Line (265 Km)	6,996
13	Sambalpur - Jarapada 3rd and 4th line (127 Km)	3,574
14	Budhapank- Salegaon via Rajatgarh 3rd & 4th Line (170 Km)	3,035
15	Kottavalasa-Koraput Doubling (189 Km)	3,580
16	Koraput-Singapur Road Doubling (165 Km)	2,462
17	Jagdulpur-Koraput Doubling (107 Km)	1,547
18	Jharsuguda-Bilaspur 4th line (206 Km)	2,596
19	Jharsuguda-Sason 3rd and 4th line (35 Km)	1,113
20	Bondamunda-Ranchi Doubling (159 Km)	3,029
21	Narayangarh-Bhadrak 3rd line (153 Km)	3,425
22	Bhadrak-Nergundi 3rd Line (92 Km)	1,632
23	Cuttack-Nergundi 4th line along with Rail flyover at Nergundi (16 Km)	759
24	Dangoaposi-Jaroli (Banspani) 3rd & 4th Line (43 Km)	1,638
25	Jarapada- Budhapank 3rd & 4th Line with flyover at Talcher (101 Km)	929
26	Flyover from Bondamunda A Cabin to Bondamunda Link B Cabin (5 Km)	135

Amrit Bharat Stations:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- **Improvement of access to station and circulating areas**
- **Integration of station with both sides of city**
- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/subway to commensurate with passenger traffic**
- **Provision of lifts/escalators/ramps**
- **Improvement of platform surface/ provision of platform shelter**
- **Provision of kiosks for local products through schemes like ‘One Station One Product’**
- **Parking development**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.**

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 59 stations are located in Odisha. The names of

stations identified for development under Amrit Bharat Station Scheme in Odisha are as following:

State	Name of Stations	Name of Stations
Odisha	59	Angul, Badampahar, Balangir, Baleshwar, Balugaon, Barbil, Bargarh Road, Baripada, Barpali, Belpahar, Betnoti, Bhadrak, Bhawanipatna, Bhubaneswar, Bhubaneswar New, Bimlagarh, Brahmapur, Brajrajnagar, Chatrapur, Cuttack, Damanjodi, Dhenkanal, Gunupur, Harishanker Road, Himgir, Hirakud, Jajpur Keonjhar Road, Jaleswar, Jaroli, Jeypore, Jharsuguda Jn, Jharsuguda Road, Kantabanji, Kendujhargarh, Kesinga, Khariar Road, Khurda Road Jn, Koraput Jn, Lingaraj Temple Road, Mancheswar, Meramandali, Muniguda, Panposh, Paradeep, Parlakhemundi, Puri, Raghunathpur, Rairakhol, Rairangpur, Rajgangpur, Rayagada, Rourkela, Sakhi Gopal, Sambalpur, Sambalpur City, Soro, Talcher, Talcher Road, Titlagarh Jn.

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Odisha have been taken up at a good pace. Details of stations completed in Odisha are as under:

State	No. of stations	Name of stations
Odisha	09	Balangir, Baripada, Barpali, Bimalgarh, Cuttack, Kesinga, Khariar Road, Parlakhemundi, Talcher

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

Bhubaneswar station: The works of new West side and East side station building, air concourse, elevated driveway at West and East side and extension of foot over bridge have been completed. The works of improvement of platform surface, improvement of circulating area, platform shelters, lifts and escalators have been taken up.

Cuttack station: The works of new second entry station building, structural work of new main entry station building and improvement of platform surface have been completed. The works of air concourse, improvement of circulating area, foot over bridge, platform shelters, finishing works of new main entry station building, lifts and escalators have been taken up.

Puri station: The structural works of new station building and platform shelters have been completed. The works of improvement of platform surface, improvement of circulating area, finishing works of new station building, lifts and escalators have been taken up.

Mancheswar station: The works of extension of station building, improvement of circulating area, approach road, booking office, platform shelters and toilet have been completed. The works of improvement of station building, skywalk connecting extended station building and lifts have been taken up.

Lingaraj Temple Road station: The works of improvement of platform surface, platform shelters and toilet have been completed. The works of extension and improvement of station building, 12 m wide foot over bridge, lifts, installation of Train Indication Board and Coach Indication Board have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Odisha is covered under the jurisdiction of three railway zones, namely, South Eastern Railway, East Coast Railway, and South East Central Railway. For these zones, an allocation of 4,630 crore has been made for the last two financial years and the current financial year, out of which an expenditure (up to June, 2026) of 3,647 crore has been incurred so far.

Gopalpur-Rairakhol new line

The Detailed Project Report (DPR) for Gopalpur - Rairakhol new rail line was prepared by Odisha Rail Infrastructure Development Limited (ORIDL). However the alignment of proposed new line was not passing through Phulbani, therefore ORIDL was advised to review the alignment of Gopalpur Rairakhol new rail line. To extend rail connectivity to Phulbani, Final Location Survey of Adenigarh to Phulbani (30km) has been sanctioned. Adenigarh is a proposed station on the under construction Khurda – Bolangir rail line.

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 drive the completion time and cost of the project/s.

Gati Shakti Cargo:

“In order to boost investment from industry in development of additional terminals for handling rail cargos, ‘Gati Shakti Multi-Modal Cargo Terminal (GCT)’ policy has been launched. The Gati Shakti Cargo Terminals (GCTs) are being developed by private players, and can be developed on non-Railway land or fully / partially on Railway land where the location of GCTs is being decided on the basis of demand from industry and potential of Cargo traffic.

So far, 142 Gati Shakti Cargo Terminals (GCTs) have been commissioned. In addition, In-Principle Approvals (IPAs) have been granted for the development of GCTs at 310 more locations. The 142 commissioned GCTs have an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT.

In Odisha state, 12 Gati Shakti Cargo Terminals (GCTs) have been commissioned and further In-Principle Approvals (IPAs) have been granted

at 36 more locations. The detail of GCTs commissioned in Odisha State is as under :

1	Paradeep	Jagatsinghapur
2	Paradeep	Jagatsinghapur
3	Between Kechobahal-Laikera	Jharsuguda
4	Jajpur keonjhar Road	Jajpur
5	Brajrajnagar	Jharsuguda
6	Machapar	Cuttack
7	Barpali Road	Sundargarh
8	Sogra	Sambalpur
9	Brundamal	Jharsuguda
10	Jakhpura	Jajpur
11	Bondamunda Jn.	Sundargarh
12	Paradeep	Jagatsinghpur

Railway Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up.

Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route
Before 2014 (about 60 years)	21,801
2014-26	48,072

In Odisha state, entire existing BG network has been electrified. Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.
