

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 3166  
TO BE ANSWERED ON 19.03.2025**

**DEDICATED FREIGHT CORRIDORS PROJECT IN GORAKHPUR**

**†3166. SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:**

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

- (a) the status of the Dedicated Freight corridor (DFC) project in Gorakhpur;**
- (b) the number of new railway lines being constructed or upgraded under the DFC project;**
- (c) the expected benefits of the DFC on the movement of goods and economic development in the region;**
- (d) the steps taken/being taken by the Government to integrate the new infrastructure with the existing transport network in Gorakhpur; and**
- (e) the possibility of employment generation and industrial development in Gorakhpur due to the DFC project?**

**ANSWER**

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)**

- (a) to (e): Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). Out of total 2843 Km, 2741 Route Kilometers (96.4%) has been commissioned and operational.**

**Dedicated Freight Corridor (DFC) Project will have positive impact on transportation and logistic sector as it will enable enhanced movement of Double Stack Container (DSC) trains, higher axle load trains, faster access of northern hinterland by Western Ports and development of new terminals/linkages with industries along the DFC. The Eastern DFC will mostly cater to mineral traffic from Eastern India. These developments will enable reduction in logistic cost.**

**Railway projects are surveyed/ sanctioned/executed Zonal Railway-wise and not State-wise/Region-wise as Indian Railway projects may span across State/Region boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational/requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.**

**For improving the connectivity in Gorakhpur, 4 major railway projects (i) Anandnagar-Ghughli via Maharajganj new line (53 Km), (ii) Sahjanwa-Dohrighat new line (81 Km), (iii) Gorakhpur-Valmikinagar (96 Km) doubling and (iv) Domigarh-Gorakhpur-Gorakhpur Cantt.-Kusumhi 3rd line and Gorakhpur-Nakaha Jungle Doubling (21 Km) have been sanctioned. This will lead to 85 lakhs human days employment generation.**

**Further, as on 01.04.2024, 68 Railway projects (16 New Line, 03 Gauge Conversion and 49 Doubling), of total length of 5,874 Km costing ₹92,001 crore falling fully/partly in the State of Uttar Pradesh including Gorakhpur, are at various stages of planning and implementation, out of which 1,313 Km length has been commissioned and an expenditure of ₹28,366 crore has been incurred upto March 2024. The status of work is summarized as under:-**

| <b>Plan Head</b>                 | <b>No. of projects</b> | <b>Total Length (in Km)</b> | <b>Length Commissioned (in Km)</b> | <b>Expenditure upto March 2024 (₹in Cr)</b> |
|----------------------------------|------------------------|-----------------------------|------------------------------------|---|
| <b>New Lines</b>                 | <b>16</b>              | <b>1740</b>                 | <b>297</b>                         | <b>8672</b>                                 |
| <b>Gauge Conversion</b>          | <b>3</b>               | <b>261</b>                  | <b>0</b>                           | <b>26</b>                                   |
| <b>Doubling / Multi tracking</b> | <b>49</b>              | <b>3873</b>                 | <b>1016</b>                        | <b>19668</b>                                |
| <b>Total</b>                     | <b>68</b>              | <b>5874</b>                 | <b>1313</b>                        | <b>28366</b>                                |

**Budget allocation for Infrastructure projects and safety works, falling fully/partly in Uttar Pradesh is as under:**

| <b>Period</b>  | <b>Outlay</b>                             |
|----------------|---|
| <b>2009-14</b> | <b>₹1,109 crore/year</b>                  |
| <b>2024-25</b> | <b>₹19,848 crore (More than 17 times)</b> |

**The details of commissioning/laying of new track falling fully/partly in the State of Uttar Pradesh during 2009-14 and 2014-24 is as under:-**

| <b>Period</b>  | <b>New Track Commissioned</b> | <b>Average Commissioning of new tracks</b> |
|----------------|-------------------------------|--|
| <b>2009-14</b> | <b>996 Km</b>                 | <b>199.2 Km/year</b>                       |
| <b>2014-24</b> | <b>4,902 Km</b>               | <b>490.2Km/year (More than 2 times)</b>    |

**Various steps taken by the Government for speedy approval and implementation of Railway projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) 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. This has led to substantial increase in rate of commissioning since 2014.**