

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:499
ANSWERED ON:18.05.2006
RAILWAYS NETWORK
Adhalrao Patil Shri Shivaji

Will the Minister of RAILWAYS be pleased to state:

- (a) the estimated annual share of railways in the country's economic growth;
(b) whether the network of the railways have expanded at a very slow pace;
(c) if so, the reasons therefor; and
(d) the steps being taken by the railways to increase its network?

Answer

MINISTER OF RAILWAYS (SHRI LALU PRASAD)

(a) to (d) : A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 499 BY SHRI ADHALRAO PATIL SHIVAJIRAO TO BE ANSWERED IN LOK SABHA ON 18.05.2006 REGARDING RAILWAYS NETWORK .

(a) Economic Growth is usually measured by the growth of Gross Domestic Product (GDP) at factor cost at constant prices. The table below shows country's total GDP at factor cost at 1999-2000 constant prices from 1999-2000 to 2004-05 alongwith the contribution of Railways in it as obtained from Central Statistical Organisation, Ministry of Statistics and Programme Implementation.

Year	Total GDP at factor cost at 1999-2000 constant prices (Rs. in crore)	GDP of Railways at factor cost at 1999-2000 constant prices (Rs. in crore)	Percentage Contribution of Railways
(1)	(2)	(3)	(4)

1999-2000	1792292	19504	1.09
2000-01	1870387	20310	1.09
2001-02	1978055	21811	1.10
2002-03	2052586	23133	1.13
2003-04	2226041	24287	1.09
2004-05	2393671	26046	1.09

It may be seen from the table above that percentage contribution of Railways in total GDP remained 1.09 per cent from 1999-2000 to 2004-05 except for 2001-02 and 2002-03 when the contribution increased to 1.10 per cent and 1.13 per cent respectively.

(b) & (c) The increase in Route Kilo Metres, Originating Passenger, Passenger Kilo Metre, Originating Tonnage (Revenue), Net Tonne Kilo Metres (Revenue), from 1950-51 to 2004-05 has been as under:

Unit	1950-51	2004-05	Percentage Increase
Broad Gauge Route Kms	25258	47749	89.05
Metre Gauge Route Kms	24185	12662	-47.65
Narrow Gauge Route Kms	4153	3054	-26.46
Total Route Kms	53596	63465	18.41
Originating Passenger Million	1284	5378	318.85
Passenger Kilo Metre Million	66517	575702	765.50
Originating Tonnage (Revenue) Tonnes	73.2	602.1	722.54

Net Tonne
Kilo Metres (Revenue) Million 37565 407398 984.51

It may be observed from the table on pre-page that the increase in Broad Gauge (B.G.) Route Kilo Metres from 1950-51 to 2004-05 is 89.05 per cent, whereas Metre Gauge (M.G.) and Narrow Gauge (N.G.) decreased by 47.65 per cent and 26.46 per cent respectively, as over the period more and more M.G. and N.G. sections were converted to B.G. which facilitated strengthening of the net-work. The overall increase in Route Kilo- metres was 18.41 per cent from 1950-51 to 2004-05. The Originating Passenger has increased by 318.85 per cent, Passenger Kilo Metre by 765.50 per cent, Originating Tonnes (Revenue) by 722.54 per cent and Net Tonne Kilo Metre (Revenue) by 984.51 per cent from 1950-51 to 2004-05.

The expansion of network is being carried out as per the traffic needs over the years in the form of new lines, double/multiple lines, gauge conversion and electrification of the lines. The total Track Kilo Metres have increased to 1,08,805 in 2004-05 compared to 59,315 in 1950-51. Track renewal is continuous process; up-gradation of track is also done along with the track renewals. Since 1951-52 to 2004-05, nearly 1,08,157 Kilo- metres track renewals has been carried out. Further, in order to strengthen the network, outdated signaling systems are being upgraded by providing modern signaling systems.

(d) A large number of new line, gauge conversion and doubling projects are in progress throughout the country. The completion of new lines would add about 7800 Kilo Metres of BG lines to the railway network. A number of initiatives have been taken in the past few years for generation of additional resources through specific funding for National Projects, funding from Ministry of Defence, Public Private Partnership and non- budgetary initiatives for National Rail Vikas Yojana. Remote Area Rail Sampark Yojana has also been announced which envisages investment of Rs.20,000 crore in 5 years on projects which have been taken up on socio-economic considerations for development of backward, remote and under-developed areas.

Apart from this, it has been decided to build a Dedicated Freight Corridor (DFC) on Western and Eastern Routes capable of running heavier trains with computerized control system. The approximate length of Dedicated Freight Corridors will be about 2700 Kilo meters.