

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:3082  
ANSWERED ON:31.07.2014  
RAILWAY INFRASTRUCTURE  
Devi Smt. Veena;Singh Shri Rakesh

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

- (a) the details of railway projects in the country lying pending due to non-clearance or waiting for approval from other Ministries/Departments and the steps taken thereon;
- (b) whether it has been revealed in the surveys conducted during the recent years that eighty percent of railway traffic is operated on half of the railway network in the country;
- (c) if so, the details thereof along with the reasons therefor;
- (d) whether the Railways have identified the areas to improve upon for optimum utilisation of entire railway network in the country; and
- (e) if so, the steps taken/being 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. 3082 BY SHRI RAKESH SINGH AND SHRIMATI VEENA DEVI TO BE ANSWERED IN LOK SABHA ON 31.07.2014 REGARDING RAILWAY INFRASTRUCTURE.

(a): Every railway project requires a number of clearances from various Ministries and Departments of State/Central Governments. These, inter-alia, include clearances inherent to land acquisition, forestry clearance and permission for crossing from departments like National Highway Authority of India, Public Works Department, Irrigation etc; and also clearances of Archeological Survey of India if the alignment passes in vicinity of a protected monument, local bodies for projects passing through urban areas, etc which are part of project execution. Process of seeking the approvals/clearances causes delay in completion of the projects. However, the same cannot be quantified as getting such approvals is a continuous process and the data is very dynamic. Regular coordination meetings are, however, held with Ministries/Department to obtain the above- mentioned clearances.

(b) & (c): No survey has been conducted recently. However, in the preface to the 'Blue Print for Throughput Enhancement Works for High Density Network routes' prepared in August 2007, it has been mentioned that the integrated routes of Indian Railways account for about 28% of the total Indian Railway route kilometer and 76% of the total freight Gross Metric Tonne (GMT) (71% of the total passenger plus freight GMT).

(d) & (e): The details regarding improvement made for optimum utilization of Railway Network i.e. running more services and producing more transportation units, both passenger and freight, on those lines which have sub-optimal utilization is as given below:-

(i) 415 out of 1219 sections of Indian Railways have line capacity utilization below 80%. To initiate and strengthen capacity augmentation over Indian Railways, 154 New Line Projects covering a length of 17129 km, 42 Gauge Conversion Projects of 9828 km and 166 Doubling Projects covering a length of 9264 km are sanctioned and are ongoing over Indian Railways as on 01.04.2014.

(ii) Railways have identified 7 High Density corridors where congestion level is very high and majority of the sections are saturated. Special focus is given on works to debottleneck these sections and augment their capacity.

(iii) Projects have been prioritized to have a more focused approach, to increase throughput and revenue earnings, control thin spread of resources and for timely completion of these works.

Prioritization is done broadly on the following criteria:

# Enhancing capacity.

# Facilitating incremental revenue generation.

# Debottlenecking the congested corridors.

# Providing alternate route.

# Where substantial progress has been made and are in the last leg of their completion.

# National projects and Strategic Lines etc.