

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2165**  
**ANSWERED ON 09.08.2024**

**RAILWAY PLAN FOR DISTRICT CONNECTIVITY IN ODISHA**

2165 SHRI DEBASHISH SAMANTARAY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has formulated plan to ensure railway connectivity to all districts of Odisha;
- (b) if so, the current status and progress made towards achieving railway connectivity to all districts;
- (c) the criteria and prioritization process used for extending railway connectivity to new districts in Odisha;
- (d) the challenges, if any, faced in enhancing railway coverage across Odisha; and
- (e) Government's plans and initiatives to increase railway connectivity and coverage in Odisha, including any proposed new railway projects or extensions, and the anticipated socio-economic benefits for the State?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 2165 BY SHRI DEBASHISH SAMANTARAY ANSWERED IN RAJYA SABHA ON 09.08.2024 REGARDING RAILWAY PLAN FOR DISTRICT CONNECTIVITY IN ODISHA**

(a) to (e): The Railway projects are sanctioned/executed Zonal Railway wise and not State wise/District wise as the Railways' projects may span across State/District boundaries.

Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Railway Infrastructure Projects 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 liabilities of ongoing projects, overall availability of funds and competing demands.

As on 01.04.2024, 40 Projects (13 New Lines, 1 Gauge Conversion and 26 Doubling) of total length 4,017 Km, costing ₹54,434 crore, falling fully/partly in Odisha are in planning/approval/construction stage, out of which, 1,100 Km length has been commissioned and an expenditure of ₹ 22,833 crore has been incurred upto March, 2024.

Average Annual Budget allocation for Infrastructure and safety works, falling fully/partly in the State of Odisha is as under:-

Year	Budget Outlay	Increase w.r.t. average annual allocation of 2009-14
2009-14	₹ 838 Cr./Year	-
2024-25	₹10,586 Cr.	12.6 times

Commissioning of Infrastructure projects in the State of Odisha is as under:-

Period	Total length Commissioned	Commissioning per year	Increase in commissioning as compared to average commissioning during 2009-14
2009-14	267 Km	53.4 Km	-
2014-24	1827 Km	182.7 Km	About 3.42 times

During 2023-24, 243 Km (50 Km New line and 193 Km Doubling) sections falling fully/partly in Odisha have been commissioned which is 355 % more than commissioning during 2009-14 (53.4 Km/Yr.)

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Completion of Railway project/s depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s site, number of working months in a year for particular project site due to climatic conditions etc. and all these factors affect the completion time and cost of the project(s).

In the last 3 years (2021-22, 2022-23, 2023-24) and current Financial Year 2024-25, 85 nos. of survey works (45 New Line & 40 Doubling) have been sanctioned having total length 5,476 Km, falling fully/partly in the state of Odisha under PM Gati Shakti National Master Plan (NMP) for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency and remove gaps for seamless movement of people, goods and services including connectivity to industrial clusters, ports, mines, power plants, tourist and cultural places, districts, agricultural zones etc.

Various steps taken by the Government for speedy approval and implementation of rail projects include (i) following Gati Shakti principles to engage Stake holders at approval and implementation stage (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.

Benefits of Railway projects in the State of Odisha include faster movement of the essential goods and agriculture products, increase in employment opportunities for the people of this region, Socio-economic development of the area, development of tourism industry and increase in industrial activities in the region.

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