

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1406
ANSWERED ON 06.12.2024

CONGESTION AND DELAYS IN NETWORK IN ODISHA RAILWAYS

1406 SHRI MANAS RANJAN MANGARAJ:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether steps are being taken to reduce congestion and delays in Odisha's railway network, particularly on high-traffic routes like Howrah-Chennai and Bhubaneswar-Kolkata;
- (b) whether there are any plans to expand the number of trains or improve scheduling to meet growing passenger demand in Odisha; and
- (c) the technology or systems which are being introduced to improve operational efficiency and reduce delays in the State's railway operations?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 1406 BY SHRI MANAS RANJAN MANGARAJ ANSWERED IN RAJYA SABHA ON 06.12.2024 REGARDING CONGESTION AND DELAYS IN NETWORK IN ODISHA RAILWAYS.

(a): Railway projects are surveyed/sanctioned/executed Zonal Railway wise and not State-wise as the Railways’ projects may span across State boundaries. Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. 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.

Railway infrastructure projects falling fully/partly in the State of Odisha are covered under East Coast Railway, South Eastern Railway and South East Central Railway zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway’s website.

As on 01.04.2024, 40 Projects (13 New Lines, 1 Gauge Conversion and 26 Doubling) of total length 4,017 Km, costing Rs. 54,434 crore, falling fully/partly in Odisha including those on high traffic density routes are in planning/approval/construction stage, out of which, 1,100 Km length has been commissioned and an expenditure of Rs. 22,833 crore has been incurred upto March, 2024. The summary is as under:-

Category	No of Projects	Total Length (in Km)	Length Commissioned till Mar'24 (in Km)	Total Exp upto Mar'24 (Rs. in Crore)
New Lines	13	1422	183	5090
Gauge Conversion	01	159	90	184
Doubling/Multitracking	26	2436	827	17559
Total	40	4,017	1,100	22,833

The details of outlay for infrastructure projects falling fully/partly in the State of Odisha is as under:-

Period	Outlay
2009-14	Rs. 838 Cr./Year
2024-25	Rs. 10,586 Cr. (More than 12 times)

The details of commissioning / laying of new track falling fully/partly in the State of Odisha during 2009-14 and 2023-24 is as under :-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	267 Km	53.4 Km
2023-24	243 Km	243 Km (More than 4 times)

Further, to improve rail connectivity and to reduce congestion on Railway Network, 12 Railway projects falling fully/partly in the State of Odisha having total length of 796 Km costing Rs. 18,034 Cr. have been sanctioned in the current financial year i.e. 2024-2025.

During last three years (i.e. 2021-2022, 2022-2023, 2023-24 and current Financial Year i.e. 2024-25), total 90 Nos. of Surveys (46 New Line and 44 Doubling) falling fully/partly in the State of Odisha having a total length of 5,598 Km have been sanctioned and survey work has been taken up.

(b): As the Railway network straddles across State boundaries trains are operated across such boundaries. Indian Railways (IR) constantly endeavors to operate trains punctually. However, at times, trains do get delayed under unavoidable circumstances such as emergency safety related works, dislocation due to natural calamities, bad weather, accidents, law & order problems etc. Root cause analysis is being done on a daily basis at divisional and Zonal level regarding the failures affecting punctual running of trains, and based on the analysis, immediate corrective action is taken. Apart from this, IR, to improve punctuality has taken a number of steps which include standardization of rakes, removal of infrastructure bottlenecks in a planned manner by enhancing the sectional speeds, undertaking track and other infrastructure related works, multi-tracking of congested routes, rationalization of Time Table, conversion of ICF (Integral Coach Factory design rakes) rakes into LHB (Linke Hofmann Busch) rakes, etc. These are on-going processes.

Indian Railways(IR) is up-grading the coaching stock by proliferating LHB coaches, introducing Vande Bharat, Amrit Bharat, Namo Rapid Rail services etc. Accordingly, to cater to the needs of passengers and to provide better travel experience, 136 Vande Bharat services have been introduced on the Indian Railways (IR) network, which includes 10 Vande Bharat trains serving various stations located in the State of Odisha. Besides, introduction of new trains is an ongoing process on Indian Railways subject to traffic justification, operational feasibility and availability of resources.

(c): To reduce congestion and delays in Odisha's railway network, particularly on high-traffic routes like Howrah-Chennai and Bhubaneswar Kolkata, 10 Automatic Block Signalling (ABS) works have been sanctioned falling fully/partially in the state of Odisha. Also, to increase the capacity of existing Railway network, 3rd line between Nergundi – Barang (22 Km) and Khurda Road – Vizianagaram (363 Km) on Bhadrak - Vizianagram Section (385 Km) has been sanctioned.
