

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**STARRED QUESTION NO. 201
TO BE ANSWERED ON 16.03.2022**

LINE CAPACITY UTILIZATION

***201 SHRI KESINENI SRINIVAS:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the 'Line Capacity Utilization' of the Railways, zone-wise, especially for the Vijayawada division;**
- (b) whether the Government has any plans to construct a Dedicated Freight Corridor along the Vizag-Chennai industrial corridor and if so, the details thereof;**
- (c) whether a need has been felt to undertake an evaluation survey in this regard and if so, the details thereof;**
- (d) whether the Government is aware of the congestion on rail routes connecting Vishakhapatnam-Sambalpur and Raipur-Vizianagaram line; and**
- (e) the details of the measures being taken to resolve the congestion ?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 201 BY SHRI KESINENI SRINIVAS TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING LINE CAPACITY UTILIZATION

(a) The details of the Line Capacity Utilization on Indian Railways, Zone-wise, for the year 2020-21 is at Appendix-I. The details of Line Capacity Utilization of Vijayawada Division for the year 2020-21 is at Appendix-II.

(b)&(c) Ministry of Railways has sanctioned preparation of Detailed Project Reports (DPR) for new Dedicated Freight Corridors (DFC) on the three routes including East Coast Corridor-Kharagpur to Vijayawada (1115 kms). The work of preparation of DPRs has been entrusted to M/s. Dedicated Freight Corridor Corporation of India Limited (DFCCIL), a Public Sector Enterprise under the Ministry of Railways. The outcome of above DPRs would be the primary basis for arriving at an investment decision as the Report would essentially bring out some of the key data such as alignment, technical feasibility, major streams of freight and growth potential of key sectors along the corridor, financial internal rate of return (FIRR)/economic internal rate of return (EIRR) and other relevant data/details. None of the above DFCs has been sanctioned as yet and any further decision with regard to taking up the new DFCs, if any, may be taken on the basis of the final outcome of DPR and other factors like financing options etc.

(d)&(e) As a result of continuous economic growth, demand for rail transportation in both passenger and freight sectors is also continuously increasing. The Indian Railways is constantly endeavoring to increase its capacity over a large number of routes to meet this growing demand. The line capacity of Visakhapatnam-Sambalpur and Raipur-Vizianagaram line is

also being increased by undertaking multi-tracking works such as (i) doubling of Sambalpur-Titlagarh line (ii) doubling of Raipur-Titlagarh line and (iii) tripling of Titlagarh-Vizianagaram line. Further, Automatic Signalling work have been approved on Vishakhapatnam-Titlagarh-Raipur and Titlagarh-Sambalpur sections.

APPENDIX-I REFERRED TO IN REPLY TO PART (a) OF STARRED QUESTION NO. 201 BY SHRI KESINENI SRINIVAS TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING LINE CAPACITY UTILIZATION

SUMMARY OF LINE CAPACITY UTILIZATION ON INDIAN RAILWAYS FOR YEAR 2020-21

Sl. No.	Railway Zone	0 to 80% (No. of Sections)	80 to 100% (No. of Sections)	100 to 120% (No. of Sections)	120 to 150% (No. of Sections)	More than 150% (No. of Sections)	Total
1	Central Railway	51	17	15	7	1	91
2	East Coast Railway	50	18	13	2	0	83
3	East Central Railway	45	21	15	19	13	113
4	Eastern Railway	51	45	6	1	0	103
5	North Central Railway	12	7	11	19	4	53
6	North Eastern Railway	18	7	9	9	4	47
7	North East Frontier Railway	38	9	13	11	2	73
8	Northern Railway	76	31	38	32	24	201
9	North Western Railway	61	6	2	1	0	70
10	South Central Railway	42	28	15	9	2	96
11	South East Central Railway	16	4	9	4	3	36
12	South Eastern Railway	45	15	11	3	1	75
13	Southern Railway	80	27	16	0	0	123
14	South Western Railway	49	10	8	2	1	70
15	West Central Railway	9	9	6	1	0	25
16	Western Railway	150	4	3	0	0	157
		793	258	190	120	55	1416

APPENDIX-II REFERRED TO IN REPLY TO PART (a) OF STARRED QUESTION NO. 201 BY SHRI KESINENI SRINIVAS TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING LINE CAPACITY UTILIZATION

LINE CAPACITY UTILIZATION STATEMENT FOR VIJAYAWADA DIVISION FOR YEAR 2020-21

S. No.	Section	Capacity Utilization
1	Gudur- Nellore	95%
2	Nellore- Bitragunta	93%
3	Bitragunta-Ongole	95%
4	Ongole-Tenali	96%
5	Tenali-Krishnacanal	87%
6	Krishnacanal- Vijayawada	84%
7	Vijayawada-Nidadavolu	91%
8	Nidadavolu- Rajamundry	103%
9	Rajamundry- Samalkot	95%
10	Samalkot-Duvvada	85%
11	Vijayawada-Gudivada	126%
12	Gudivada-Machlipatnam	90%
13	Gudivada-Bhimavaram	113%
14	Bhimavaram-Nidadavolu	116%
15	Bhimavaram-Narsapur	114%
16	Samalkot-Kakinada	61%
17	Kakinada-Kotipalli	9%
18	Vijayawada-Kondapalli	127%
19	Kommarapudi- Krishnapatnam Port	47%
20	Venkatachalam Rd Jn - Obulavaripalli	16%