

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:2377

ANSWERED ON:10.03.2011

ELECTRIFICATION

Agarwal Shri Rajendra;Chowdhury Shri Adhir Ranjan;Yadav Shri Dharmendra

Will the Minister of RAILWAYS be pleased to state:

- (a) total length of electrified railway lines in the country as on date;
- (b) the details of railway lines across the country on which electrification work is pending/held up due to shortage of power, State-wise including Uttar Pradesh;
- (c) the steps taken by the Railways to address this problem;
- (d) the details of comparative running cost of electric-driven trains vis-à-vis diesel-driven trains; and
- (e) the present status of electrification work on Ghaziabad-Hapur Railway Line?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H.MUNIYAPPA)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.2377 BY SHRI DHARMENDRA YADAV, SHRI ADHIR CHOWDHURY AND SHRI RAJENDRA AGRAWAL TO BE ANSWERED IN LOK SABHA ON 10.03.2011 REGARDING ELECTRIFICATION

(a): As on 01.04.2010, 20059 route kilometers of rail lines have been electrified on Indian Railways.

(b): No electrification work is pending/ held up due to shortage of power.

(c): Does not arise.

(d): Cost of running a train from origin to destination on a particular mode of traction is dependent upon several factors including the route profile, train load, prescribed speed, number of stoppages including detentions, traffic density in the section and the matrix of trains served by the particular mode of traction in the region. Figures for comparative cost of running a diesel- driven train vis-à-vis electric-driven train are not compiled.

(e): Ghaziabad-Hapur section is a part of Ghaziabad-Moradabad electrification project which has been sanctioned in 2010-11 and preliminary works have commenced.