

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 4134
TO BE ANSWERED ON 12.08.2026**

REPLACEMENT OF RAILWAYS TRACK IN BALASORE, ODISHA

4134. SHRI PRATAP CHANDRA SARANGI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware of the replacement of existing railway tracks with high- quality tracks in Balasore (Odisha) from Financial Year 2014-15 to Financial Year 2025-26;**
- (b) if so, the details thereof including the length of railway tracks replaced with high-quality tracks from Financial Year 2014-15 to Financial Year 2025-26, year-wise and if not, the reasons therefor;**
- (c) whether the Government is aware regarding the funds allocated for track maintenance, safety, and upkeep of Railways for the Balasore (Odisha) for optimum efficiency and safety between Financial Year 2014-15 to Financial Year 2025-26; and**
- (d) if so, the details thereof including the funds allocated for track maintenance, safety and upkeep of Railways related elements in the Balasore from Financial Year 2014-15 to Financial Year 2025-26 and if not, the reasons therefor?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Upgradation and renewal of tracks is a continuous and ongoing process. The track renewal is carried out as per the laid down criteria based on age, traffic carried, condition etc.

Track Renewal Works are planned and executed duly prioritizing the condition of track and various other factors so as to ensure that track is safe for running of trains at permitted speed.

The details of track renewal carried out across the entire railway network including Balasore, during 2014-26 are as under:

Track renewed	~ 55200 Km
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This includes about 200 km of track renewal carried out in the district of Balasore during 2014-26.

Further, following measures are being taken to upgrade the railway tracks:

- i. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.**
- ii. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.**
- iii. Supply of 260m long rail panels have been increased to avoid welding of joints, thereby improving safety and riding quality**
- iv. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.**
- v. Adoption of better welding technology for rails i.e. Flash Butt Welding.**
- vi. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.**
- vii. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.**
- viii. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.**
- ix. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.**
- x. Use of advanced Phased Array technology of testing of rail and welds.**
- xi. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.**
- xii. Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.**
- xiii. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.**

As a result of above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	2014		2026	
	Track Km	%	Track Km	%
130 & above	5,036	6.3	24,173	22.5
110 - 130	26,409	33.3	62,482	58.1
< 110	47,897	60.4	20,897	19.4
Total	79,342	100	1,07,552	100

This includes raising of speed potential of Kharagpur - Bhadrak route covering tracks in Balasore to 130 kmph in year 2022.

On Indian Railways, the expenditure on Track Renewal/ Upgradation of railway tracks including in Balasore has increased significantly over the years as under:

2013-14 (in ₹)	2025-26 (in ₹)	2025-26 vs 2013-14
4979 Cr.	26231 Cr.	5.3 times
