O.I.H.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
STARRED QUESTION NO. 211
ANSWERED ON 19.12.2025

EXPANSION OF RAILWAY NETWORK

*211 # DR. SANDEEP KUMAR PATHAK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is formulating any new master plan to expand the railway network over the next five years, if so, the details thereof;

(b) the current status of the construction of new railway lines and doubling projects in the country along with the details of the projects that are experiencing delays and the reasons therefor; and

(c) whether Government is planning to upgrade stations under the Station Redevelopment Project, if so, the district-wise details thereof?

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.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 211 BY DR. SANDEEP KUMAR PATHAK ANSWERED IN RAJYA SABHA ON 19.12.2025 REGARDING EXPANSION OF RAILWAY NETWORK

(a) to (c) To increase capacity, expansion of existing rail network has been taken up in a big way. As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned. The summary is as under:-

Category	**No. of Projects**	**Total Length NL/GC/DL (km)**	**Length Commissioned till Mar'25 (km)**	**Total Exp. upto Mar'25 (₹ in Cr)**
New lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling/ Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

The details of commissioning/laying of new tracks across Indian Railways is given below:

Period	**New Track Commissioned**	**Average Commissioning of New Tracks**
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.57 Km/day (more than 2 times)

Details of some of the recently completed important projects in the country are as under**:**

S.N.	**Name of Project**	**Cost (₹ in crore)**
1	Udhampur-Srinagar-Baramula new line (272 km)	42,278
2	Bairabi-Sairang new line (51 km)	8,601
3	Eastern Dedicated Freight Corridor (1,856 km)	51,219
4	Araria-Galgalia new line (111 Km)	4,415
5	Bogibeel Bridge across River Brahmaputra with link lines (92 km)	5,820
6	Madurai- Maniyachi-Tuticorin Doubling (160 km)	1,891

S.N.	Name of Project	Cost (₹ in crore)
7	Manmadurai-Rameshwaram-Reconstruction of Pamban bridge (2 km)	705
8	Koderma - Ranchi new line (202 km)	3,800
9	Pune-Miraj-Londa Doubling (467 km)	4,670
10	Palanpur-Samakhayali Doubling (247 km)	2,538
11	Jharsuguda - Sardega new line (53 Km)	1,598
12	Haridaspur-Paradeep new line (82 Km)	2,397
13	Angul-Sukinda new line (104 Km)	2,834
14	Nandyal-Yerraguntla new line (126 km)	1,050
15	Jaggayyapeta-Mellacheruvu-Janpahad new line (48 km)	737
16	Obulavaripalle-Krishnapattnam new line (113 km)	2,300
17	Agartala - Sabroom new line (112 Km)	3,170
18	Agartala - Akhaura new line (5 Km)	865
19	Kharsia-Dharamjaigarh new line (100 Km)	3,438
20	Jind-Sonepat new line (89 Km)	800
21	Rohtak-Mehem-Hansi new line (64 Km)	889
22	Kottur-Harihar new line (65 km)	468
23	Hassan-Bangalore new line (167 km)	1,290
24	Bidar-Gulbarga new line (110 km)	1,543
25	Guna-Etawah new line (348 Km)	683
26	Giridih - Koderma new line (111 Km)	404
27	Peddapalli - Nizamabad new line (178 Km)	926
28	Akkanapet - Medak new line (17 Km)	205
29	Bhadrachalam Road - Sattupalli new line (56 Km)	990
30	Maharajganj - Masrakh new line (35 Km)	412
31	Rajgir -Tilaiya & Natesar-Islampur new line (67 km)	726
32	Ganga Bridge at Patna (40 Km)	3,555
33	Ganga Bridge at Munger (14 Km)	3,040
34	Ghazipur city-Tarighat new line including Rail-cum Road Bridge over Ganga (17 Km)	1,766
35	Etawah-Mainpuri new line (58 Km)	313
36	Agra-Etawah new line (110 Km)	427
37	Rampurhat-Mandarhill new line Rampurhat-Murarai 3rd line (159 Km)	1,500

Many of above projects were sanctioned long back but they picked up pace after 2014 and could be completed. This was possible due to increased Budget grant and adoption of modern technology, reforms etc which include the following:

- Gati Shakti Directorate/Units: The PM Gati Shakti National Master Plan (NMP) was launched in October 21 to bring a transformative change in the approach towards planning and execution of infrastructural projects pertaining to the transportation sector.

  Indian Railways immediately imbibed the principles of Gati Shakti in its project planning process. Drawing upon existing resources, a multi-disciplinary Gati Shakti Directorate has been created in Indian Railways. Similarly, Gati Shakti Units have been created in Zonal railways. The Project DPRs are made after consultation with all stakeholders and other infrastructure ministries/departments.

  This above initiatives have expedited the appraisal/sanction process and execution of Projects.

- Enhanced power of sanction of Projects to GMs and DRMs: The power of sanction for various projects have been enhanced for GMs and DRMs for faster execution of projects.

- Contracts finalisation and management: Full powers have been delegated to General Managers for finalisation of the tenders. Further, Works Contract Management System (IRWCMS) and Contractor's e-MB have been implemented for transparent & quick/fast contract management and contractor's billing.

- Development of new method of tunneling i.e. Himalayan Tunneling Method to undertake tunneling in the soft Himalayan geology.

- Adoption of high capacity cranes, Cable crane etc. for construction of bridges.

The details of some of the projects completed in difficult terrain are as under:

Udhampur-Srinagar-Baramulla Rail Link (USBRL) (272 Km) project was commissioned in June' 2025. The USBRL project is one of the most challenging new railway line projects undertaken in the country post-independence. The terrain passes through young Himalayas, which are full of geological surprises and numerous challenges. To overcome the challenges, various novel solutions were introduced such as a new method of tunnelling i.e. Himalayan tunnelling method was formulated to undertake tunnelling in the soft Himalayan geology. This

method involved several indigenous innovations. Similarly, to cross deep gorges, world's highest railway arch bridge Chenab bridge and Indian Railways first cable stayed railway bridge- Anji bridge were constructed. Another important facet of the USBRL Project is socio-economic benefits to adjacent areas. This project involved construction of over 215 km of approach roads. This road network has helped the local population in improvement of their connectivity with other areas and also improvement in socio-economic status.

Most of the activities of this project such as construction of bridges, tunnel, etc gathered momentum only after 2014. This was due to ensured availability of adequate funds for this important project and adoption of above measures.

Bairabi Sairang (51.38 Km.) new line Project: To provide capital connectivity to Border State of Mizoram, this new line project has been completed and commissioned recently in September 2025. With the completion of this project, Aizawl becomes the fourth North-Eastern state capital, after Guwahati, Naharlagun (for Itanagar) and Agartala, to be connected to the Indian Railways network. The Project passes through difficult hilly terrain full of tunnels and bridges.

New Pamban Bridge: This bridge has been constructed in difficult corrosive marine environment. The bridge linking Rameswaram to the mainland, stands as a remarkable achievement of Indian Engineering on the global stage featuring India's first vertical lift span that rises upto a height of 17 metre, facilitating smooth movement of ships while ensuring seamless train operations.

Details of some of the ongoing important projects in the country are as under:

S.N.	Project Name	Cost (₹ in Crore)
1	Jalna-Jalgaon New line (174 Km)	5,804
2	Indore-Manmad New line (360 Km)	18,529
3	Son Nagar – Andal 3rd and 4th Line (749 Km)	12,334
4	Dimapur-Kohima New line (82 Km)	15,230
5	Jiribam-Imphal New line (111 Km)	21,886
6	Sivok-Rangpo New line (44 Km)	11,973
7	Rishikesh-Karnaprayag New line (125 km)	38,953
8	Bhanupalli-Bilaspur-Beri New line(63 Km)	6,753

S.N.	Project Name	Cost (₹ in Crore)
9	Western Dedicated Freight Corridor (1506 Km)	72,785
10	Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho New line (541 Km)	8,914
11	Jhansi-Khairar-Manikpur & Khirar-Bhimsen Doubling (431 Km)	4,330
12	Trivandrum- Kanyakumari Doubling (87 Km)	3,785
13	Vizianagram-Titlagarh 3rd line (265 Km)	6,996

Punjab

Budget allocation for Infrastructure projects and safety works, falling fully/partly in the State of Punjab is as under:

Period	Outlay
2009-14	₹225 crore/year
2025-26	₹ 5,421 Cr. (More than 24 times)

As on 01.04.2025, 09 projects (04 New line and 05 Doubling) of total length 714 Km, costing ₹ 21,926 crore, falling fully/partly in the State of Punjab are in different stages of planning/sanctioning/execution, out of which 115 Km length has been commissioned and an expenditure of ₹ 8,079 crore has been incurred upto March' 2025. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Expenditure upto March 2025 (₹ in Crore)
New line	04	252 Km	64 Km	7,359
Doubling /multitracking	05	462 Km	51 Km	720
Total	09	714 Km	115 Km	8,079

Details of some of the recently completed projects falling fully/partly in the State of Punjab are as under:

S. N.	Project	Cost (₹ in Cr.)
1	Chakki Bank-Bharoli Doubling (3 Km)	15
2	Jakhal- Mansa Doubling (45 Km)	163
3	Mirthal-Bhangala Beas River Doubling (2.5 Km)	74
4	Ambala-Dhapper-chandigarh Doubling (45 Km)	339
5	Mansa – Bhatinda Doubling (49 Km)	216
6	Amritsar - Chheharta Doubling (7 Km)	31
7	Jallandhar-Pathankot-Jammu Tawi Doubling (209 km)	850
8	Kathua-Madhopur Punjab - Doubling including Bridge on Ravi (2.5 Km)	257
9	Rajpura-Bhatinda Doubling (173 Km)	2,459

Some of the projects falling fully/partly in the State of Punjab which have been taken up are as under:

S.N.	Project	Cost (₹ in Cr.)
1	Nangal Dam-Talwara - Mukerian New line (143 Km)	2,018
2	Bhanupalli-Bilaspur-Beri New line(63 Km)	6,753
3	Qadian-Beas New line(40 km)	842
4	Ferozpur-Patti New line (26 Km)	300
5	Rama Mandi(Raman)-Maur Mandi(Maur) via Talwandi Sabo (29 km) New line	154
6	Ludhiana-Kila Raipur Doubling (19 Km)	238
7	Ludhiana-Mullanpur Doubling (21 Km)	235
8	Rajpura-Mohali New line (18 km)	443

Government of India is geared up to execute projects, however success depends upon the support of Government of Punjab. For instance, details of some major projects which are delayed due to land acquisition are as under: -

S.N.	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1	Firozpur-Patti New line	166	0	166
2	Alal-Himmatana Chord line	20	0	20
3	Qadian-Beas New line	151	0	151
4	Rama Mandi(Raman)- Talwandi Sabo New line	85	0	85

Issues pending with State Government:

Firozpur-Patti New line (26 km) situated fully in Punjab is an important project near the international border. Land for project was to be handed over free of cost for this project by State Govt. of Punjab. Total 166 Ha land is to be acquired in the districts of Firozpur and Tarn Taran. Award for entire land has been published in Mar' 23. However, disbursement of award has not been done by state govt. considering delay in execution of this important border area project, Ministry of Railways has decided to take up Firozpur-Patti New line (26 km) through its own funding.

Similarly, Qadian-Beas new line was sanctioned at a cost of ₹205 crore. However, the project could not progress due to lack of co-operation from State Government in land acquisition. Accordingly, the project was kept on hold in 2019. However, on public demand and considering importance of this project, it has now been decided to take the project forward.

Co-operation of State Government is critical to execute above important infrastructure projects.

In last three years i.e. 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 22 surveys (09 New line, 12 Doubling and 01 Gauge Conversion) covering a total length of 2,101 Km have been taken up falling partly/fully in the State of Punjab.

Sanction of any railway project depend upon many parameters/factors which include the following:

- Anticipated traffic projections and Remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives,
- Railway's operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- 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.

Station Redevelopment

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and the implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under this scheme. Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Till now, works of 160 stations has been completed.

Names of these stations are as following:

Alnavar. Amb Andaura. Ambikapur, Amgaon, Anandpur Sahib, Anara, Ayodhya Dham, Badami, Bagalkot, Baijnath Paprola, Balrampur, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhanupratappur, Bhilai, Bijnor, Bimalgarh. Bommidi, Bundi, Chanda Fort. Changanassery, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Cuttack, Dakor, Derol, Deshnoke, Devlali, Dharwad, Dhule, Dongargarh, Fatehabad, Fatehpur, Fatehpur Shekhawati, Gadag, Godda, Gogameri, Gokak Road, Gola Gokarnath, Gomti Nagar, Govardhan, Govind Garh, Govindpuri, Govindpur Road, Haibargaon, Haldia, Hapa, Harpalpur, Hathras City, Hodal, Idgah Agra Jn., Izzatnagar, Jaisalmer, Jam Jodhpur, Jam Wanthali, Joychandi Pahar, Kakinada Town, Kalyani Ghoshpara, Kamakhyaguri,

Kanalus Jn., Karaikkudi Jn., Karamsad, Karimnagar, Katni South, Kedgaon, Khairthal, Koppal, Kosamba Jn., Kulitturai, Kuttipuram, Lasalgaon, Limbdi, Lohardaga, Lonand Jn., Mahe, Mahuva, Mailani, Mandal Garh, Mandawar Mahwa Road, Madhupur, Manaparai, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, M.C.S. Chhatarpur, Mithapur, Morappur, Morbi, Muktsar, Munirabad, Murtizapur Jn.. Nainpur Jn., Nandura, Narmadapuram (Hoshangabad), Netaji Subhash Chandra Bose Itwari Junction, Okha, Orchha, Palitana, Panagarh, Panki Dham, Parel, Parlakhemundi, Pirpainti, Piska, Pokhrayan, Pollachi Jn., Polur, Porbandar, Rajgarh, Rajmahal, Rajula Jn.. Ramghat Halt, Rayanpadu, Saharanpur Jn., Sahibzada Ajit Singh Mohali, Sahebgunj, Samakhiyali, Samaipatti, Sankarpur, Savda, Seoni, Shahad, Shajapur, Sholavandan, Shoranur Jn., Shridham, Siddharth Nagar, Sihor Jn., Siuri, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St. Thomas Mount, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Thawe, Thiruvarur Jn.. Tiruvannamalai, Tuni, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vriddhachalam Jn., Wadakancheri, Warangal.

The works at other stations have also been taken up at good pace and progress of some of the stations is as given below:

Tirupati station: The structural framework of new main entry station building on South side and 2 nos. air concourses have been completed. The finishing works of new main entry station building on South side and air concourses, structural work of station building on North side, platform shelter works, lift, escalators etc. have been taken up.

Nellore station: The structural frameworks, brickwork and plastering of station buildings on both East and West sides and structural work of air concourse have been completed. The finishing works of station building on both East and West side and air concourse, extension work of subway, water tanks and sewage treatment plant have been taken up.

Yesvantpur station: The structural works of East side station building, civil works of East side sub-station, East side elevated road and Multi Level Car parking have been completed. The finishing works of East side station building, East side elevated road and Multi Level Car parking, sewage treatment plant, structural work of West side station building and air concourse have been taken up.

Bangalore Cantt. station: The works of 24 m wide diversion road on the South side, training centre, hostel on North side and structural work of South side station building have been completed. The finishing work South side station building, structural work of North side station building and Foot Over Bridge have been taken up.

Rameswaram station: The structural works of East/North terminal building, departure forecourt, arrival forecourt, residential tower, sub-station building, desalination plant and sewage treatment plant have been completed. The masonry works of East terminal building, finishing works of North terminal building, departure forecourt, arrival forecourt, residential tower, platform upgradation including platform shelter and revamping of existing waiting hall have been taken up.

Safdarjung station: The work of signal building, station building, plumbing and firefighting, structural work of operational building up to terrace floor slab, air concourse foundation and pedestals have been completed. The station building electrical and low voltage work, platform refurbishing work, finishing work of operational building, overhead tank and air concourse have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Development / Upgradation / Modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station wise or state-wise. The fund allocation of ₹ 12,118 crore has been made for the financial year 2025-26 under Plan Head–53 and expenditure (up to October, 2025) of ₹ 7,253 crore has been incurred so far.

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