

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1565
ANSWERED ON 12.12.2025

KEY ONGOING RAIL PROJECTS IN KARNATAKA

1565 SHRI G.C. CHANDRASHEKHAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of key ongoing rail projects in the State of Karnataka, including Bengaluru–Suburban Rail, Tumakuru–Chitradurga–Davanagere and Hubballi–Ankola;
- (b) the total Central allocation to the State of Karnataka under the Railways Budget for last five years; and
- (c) the expected year of completion of these projects?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): Bengaluru Suburban Rail Project (BSRP) is being executed by Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE), a Company controlled by State Government of Karnataka (51% equity). BSRP (148 km) has been sanctioned at a cost of ₹15,767 Cr. with 20% funding each by Government of India and Government of Karnataka and 60% through debt.

BSRP has four Corridors, viz.,

Corridor-1: KSR Bengaluru City - Devanahalli (41km)

Corridor-2: Baiyyapanahalli - Chikkabanawara (25 km)

Corridor-3: Kengeri - Whitefield (36 km)

Corridor-4: Heelalige - Rajankunte (46 km)

242 Acres land has been given by Ministry of Railways to K-RIDE for taking up works in Corridor 2 & 4 of this project.

Tumkur - Chitradurga - Davangere new line:-

Tumkur - Chitradurga - Davangere project (182 km) has been sanctioned on 50:50 cost sharing basis and land is also to be provided free of cost by Government of Karnataka (GoK). Out of total requirement of 998 Ha land, 918 Ha land has been acquired. Balance 80 Ha land has to be handed over by State Government of Karnataka. An expenditure of ₹ 412 cr has been incurred on this project upto Mar'2025 and an outlay of ₹ 549 cr has been provided for this project for the financial year 2025-26. Work has been taken up in the available land.

Hubballi-Ankola new double line:-

Earthwork & Bridge works had been completed in Hubblali-Kiravati (47 km) section, further work could not be executed for want of forestry and Wild life clearance of 570 Ha forest land and related litigations. Now after resolution of the litigation, it has been decided that line should be planned with double line in forest area to avoid repeated disturbances to Wildlife.

Accordingly, the DPR (Detailed Project Report) of Hubballi – Ankola new double line (163 km) has been prepared in consultation with all stakeholders. The estimated completion cost is ₹18,424 crore. The project involves construction of tunnels (57 No. with a length of 46.57 Km) and viaducts (48 Nos. with a length of 13.8 Km) for wildlife mitigation measures.

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc.

Karnataka:-

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Karnataka is as under:

Period	Outlay
2009-14	₹835 crore/year
2025-26	₹7,564 crore (more than 9 times)

As on 01.04.2025, 25 projects (15 new lines, 10 doubling) of 3,264 km length, costing ₹ 42,517 crore falling fully/partly in Karnataka are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length (in km)	Length Commissioned Upto Mar'25 (km)	Exp upto Mar'25 (₹ in cr.)
New Line	15	2,034	421	8,794
Doubling/ Multitracking	10	1,230	973	12,516
Total	25	3,264	1,394	21,310

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

S. No	Project	Cost (₹in Crores)
1	Kottur-Harihar new line (65 km)	468
2	Hassan-Bangalore new line (167 km)	1,290
3	Bidar-Gulbarga new line (110 km)	1,543
4	Shivani-Hosadurga Road doubling (10 km)	50
5	Shivani-Birur doubling (29 km)	143
6	Hosadurga-Chikjajur doubling (29 km)	260
7	Ramanagram-Mysore patch doubling (94 km)	998

8	Yelahanka – Chennasandra doubling (13 km)	108
9	Yeshwantpur-Yelahanka doubling (12 km)	95
10	Netrawati-Mangalore Central doubling (2 km)	28
11	Kankanadi-Panambur doubling (19 km)	350
12	Arsikere-Tumkur doubling (96 km)	758
13	Yelahanka-Penukonda doubling (123 km)	1,104
14	Daund-Gulbarga doubling (225 km)	3,182
15	Hubli-Chikjajur doubling (190 km)	1,850

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

S No.	Project	Cost (₹ in Crores)
1	Hospet-Hubli-Londa-Vasco-de-Gama doubling (312 km)	4,153
2	Hotgi-Gadag doubling (284 km)	2,459
3	Giniger - Raichur new line (165 km)	3,401
4	Gadag - Wadi new line (257 km)	2,842
5	Bagalkot – Kudachi new line (142 km)	1,649
6	Tumkur – Rayadurga new line (207 km)	2,496
7	Tumkur – Davangere new line (182 km)	2,142
8	Kadur – Chikmagalur – Belur new line (68 km)	825
9	Baiyyapanahalli – Hosur doubling (48 km)	336
10	Yeshwanthpur – Channasandra doubling (22 km)	314

In last three years i.e. 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 65 surveys (25 new line and 40 doubling) covering a total length of 7,239 km has been sanctioned falling fully/partly in the State of Karnataka.

Details of some major projects which are delayed due to land acquisition are as under:-

S No.	Project	Total Land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1	Shimoga – Rannebennur new line (96 km)	559	226	333
2	Belgaum – Dharwad new line (73 km)	581	0	581
3	Shimoga – Harihar new line (79 km)	488	0	488
4	Whitefield-Kolar new line (53 km)	337	0	337
5	Hassan-Belur new line (32 km)	206	0	206

Summary of the status of land acquisition in Karnataka is as under:-

Total Land required for Projects in Karnataka	9,020 ha
Land Acquired	5,679 ha (63%)
Balance Land to be acquired	3,341 ha (37%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Karnataka.

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 own 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.
