

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2349**  
**ANSWERED ON 19.12.2025**

**EXPANSION OF RAIL CONNECTIVITY AND INFRASTRUCTURE IN ODISHA**

2349 SMT. MAMATA MOHANTA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of ongoing railway projects in the State of Odisha, including new lines, doubling, electrification and station redevelopment, along with the progress achieved during the last five years;
- (b) the total funds allocated and utilised for these projects in Odisha during the last five years, year-wise;
- (c) whether timelines have been fixed for completing delayed or slow-moving railway sections in tribal districts, including Mayurbhanj, if so, the details thereof; and
- (d) the steps taken during the last five years to enhance freight-loading efficiency and passenger amenities across major stations and freight corridors in Odisha?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Odisha is as under:

Period	Outlay
2009-14	₹ 838 Cr./year
2025-26	₹ 10,599 Cr. (Nearly 13 times)

The details of commissioning/laying of new track falling fully/partly in the State of Odisha during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks per year
2009-14	267 Km	53.4 Km
2014-25	2,150 Km	195.45 Km (More than 3.5 times)

As on 01.04.2025, 49 projects (19 New Lines and 30 Doubling), of a total length of 4,010 Km, costing ₹ 67,496 crore, falling fully/partly in Odisha, are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	19	1,544	256	6,270
Doubling/Multi-tracking	30	2,466	1,173	21,773
<b>Total</b>	<b>49</b>	<b>4,010</b>	<b>1,429</b>	<b>28,043</b>

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

S.No.	Name of Project	Cost (In Crores of ₹)
1	Daitari-Banspani New Line and Jakhapura-Haridaspur 3 <sup>rd</sup> Line (179 Km)	1,317
2	MCL siding from Jharsuguda - Sardega New Line (53 Km)	1,598
3	Haridaspur-Paradeep New Line (82 Km)	2,397
4	Angul-Sukinda New Line (104 Km)	2,834
5	Champa-Jharsuguda 3 <sup>rd</sup> Line (152 Km)	1,227
6	Sambalpur-Titlagarh Doubling (182 Km)	2,262
7	Rourkela-Jharsuguda 3 <sup>rd</sup> Line (101 Km)	1,313
8	Banspani-Daitari-Tomka-Jakhapura Doubling (164 Km)	1,827
9	Sambalpur-Talcher Doubling (174 Km)	1,539
10	Raipur - Titlagarh Doubling (203 Km)	1,171
11	Jharsuguda-Sardega Doubling (50 Km)	3,200

To improve connectivity in Mayurbhanj District following projects have been taken up:

S. No.	Name of Project	Total Cost (In Crores of ₹)
1	Bangriposi-Gorumahisani New Line (86 Km)	2,269
2	Badampahar-Kendujhargarh New Line (82 Km)	1,876
3	Buramara-Chakulia New Line (60 Km)	1,459

Further, some of the other main projects falling fully/partly in Odisha which have been taken up are as under:

S.N	Name of Project	Total Cost (In Crores of ₹)
1	Junagarh-Nabarangpur New Line (116 Km)	2,865
2	Nabarangpur-Jeypore New Line (41 Km)	748
3	Jeypore-Malkangiri New Line (130 Km)	2,344
4	Malkangiri – Pandurangapuram New Line (174 Km)	3,592
5	Gunupur-Therubali New Line (74 Km)	1,166
6	Puri - Konark New Line (32 Km)	492
7	Bargarh Road-Nawapara Road New Line (138 Km)	2,622
8	Vizianagram-Titlagarh 3 <sup>rd</sup> Line (265 Km)	6,996
9	Jarapada- Budhapank 3 <sup>rd</sup> & 4 <sup>th</sup> Line with flyover at Talcher (101 Km)	810
10	Budhapank- Salegaon via Rajatgarh 3 <sup>rd</sup> & 4 <sup>th</sup> Line (170 Km)	2,023
11	Nergundi - Vizianagaram 3 <sup>rd</sup> Line (385 Km)	4,963
12	Kottavalasa-Koraput Doubling (189 Km)	2,500
13	Koraput-Singapur Road Doubling (165 Km)	2,362
14	Jagdalpur-Koraput Doubling (107 Km)	1,547
15	Jharsuguda-Bilaspur 4 <sup>th</sup> line (206 Km)	2,596
16	Bondamunda-Ranchi Doubling (159 Km)	3,029
17	Narayangarh-Bhadrak 3 <sup>rd</sup> line (153 Km)	2,136
18	Bhadrak-Nergundi 3 <sup>rd</sup> Line (92 Km)	1,284

During last three years i.e. 2022-23, 2023-24, 2024-25 and current Financial Year i.e. 2025-26, total 76 Nos. of Surveys (30 New Line, 46 Doubling) falling fully/partly in the State of Odisha having a total length of 4,843 Km have been sanctioned.

Sanction of any railway project depends 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
- 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.

### **RAILWAY ELECTRIFICATION:**

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.2% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:

<b>Period</b>	<b>Route Kilometer</b>
Before 2014 (about 60 years)	21,801
2014-25	46,900

In Odisha, entire existing BG network has been electrified. Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.

### **GATI-SHAKTI MULTI MODAL CARGO TERMINAL (GCT):**

To facilitate construction of new cargo terminals on Indian Railways network, which will bring additional cargo business to Railways, Gati-Shakti Multi Modal Cargo Terminal (GCT) policy was introduced in December' 2021.

So far, 120 GCTs locations have been commissioned and further 133 more locations are under various stages of construction (where Engineering scale plan approved) over Indian Railways. Out of these, 10 GCTs locations have been commissioned in Odisha and further 7 more locations in Odisha have been taken up.

### **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 their 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 Amrit Bharat Station Scheme, out of which 59 stations are located in Odisha. The names of stations identified for development under Amrit Bharat Station Scheme in Odisha are as following:

State	No. of Amrit Stations	Names of Amrit Stations
Odisha	59	Angul, Badampahar, Balangir, Balasore, Balugaon, Barbil, Bargarh Road, Baripada, Barpali, Belpahar, Betnoti, Bhadrak, Bhawanipatna, Bhubaneswar, Bimlagarh, Brahmapur, Brajrajnagar, Chatrapur, Cuttack, Damanjodi, Dhenkanal, Gunupur, Harishanker Road, Himgir, Hirakud, Jajpur-Keonjhar road, Jaleswar, Jaroli, Jeypore, Jharsuguda, Jharsuguda Road, Kantabanji, Kendujhargarh, Kesinga, Khariar Road, Khurda road, Koraput, Lingaraj Temple Road, Mancheswar, Meramandali, Muniguda, New Bhubaneswar, Panposh, Paradeep, Parlakhemundi, Puri, Raghunathpur, Rairakhol, Rairangpur, Rajgangpur, Rayagada, Rourkela, Sakhi Gopal, Sambalpur, Sambalpur City, Soro, Talcher, Talcher Road, Titlagarh Jn.

Development works at railway stations under Amrit Bharat Station Scheme in Odisha have been taken up at a good pace. Till now, works of 06 stations (Baripada, Barpali, Bimalgarh, Cuttack (Second Entry), Parlakhemundi, Talcher) have been completed. The works at other stations have also been taken up at good pace.

- **Jaleswar station:** The work of modern toilet has been completed. The works of improvement of station building, waiting hall, platform shelter, platform surfacing, circulating area, parking area, lighting, signage and 12 m Foot Over Bridge have been taken up.
- **Betnoti station:** The works of platform shelter and platform surfacing have been completed. The works of extension of station building, waiting hall, circulating area, parking area, subway have been taken up.
- **Baleshwar station:** The works of main station building and office complex 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 / 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. Odisha is covered under the jurisdiction of three railway zones, namely, South Eastern Railway, South East Central Railway, and East Coast Railway. For these zones, an allocation of ₹1,287 crore has been made for the financial year 2025-26, out of which an expenditure of ₹913 crore (up to October, 2025) has been incurred so far.

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. Therefore, no time frame can be indicated at this stage.