

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
STARRED QUESTION NO. 231
ANSWERED ON 13.03.2026

STATUS OF PROJECTS UNDER ECONOMIC RAILWAY CORRIDORS

*231 SMT. KIRAN CHOUDHRY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status of projects under the Energy-Mineral-Cement Corridor, High Traffic Density Route and Port Connectivity initiatives;
- (b) the progress made in the projects sanctioned so far; and
- (c) whether the Ministry has assessed freight efficiency gains and proposes accelerated completion, if so, the 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.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO.231 BY SMT. KIRAN CHOUDHRY ANSWERED IN RAJYA SABHA ON 13.03.2026 REGARDING STATUS OF PROJECTS UNDER ECONOMIC RAILWAY CORRIDORS

(a) to (c): Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track 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	8.6 Km/day (more than 2 times)

During the last 05 years, 308 projects (New Line, Gauge Conversion and Doubling) costing approx. ₹2,93,000 Crore have been sanctioned on Indian Railways. This will enhance the capacity of railway network to run more number of trains.

Some of the major projects sanctioned are as follows:

SN	Project Name	Cost (₹ in Crore)
1	Chopan – Chunar doubling (102 Km)	1,553
2	Guntur – Bibinagar doubling (239 Km)	3,238
3	Mudkhed – Medchal & Mahbubnagar – Dhone doubling (418 Km)	5,655
4	Samakhiali – Gandhidham Quadrupling (53 Km)	1,571
5	Merta City – Ras & Bypass at Merta Road new line (56 Km)	1,038
6	Lumding – Furkating doubling (140 Km)	2,334
7	Ajmer – Chanderiya doubling (178 Km)	1,813
8	Motumari – Vishnupuram with RoR doubling (100 Km)	1,746
9	Bikramshila – Katareah new line with new bridge on river ganga (26 Km)	2,549
10	Gunupur – Therubali new line (74 Km)	1,326
11	Malkangiri – Pandurangapuram new line (174 Km)	4,109
12	Badampahar – Kendujhargarh new line (82 Km)	2,106

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SN	Project Name	Cost (₹ in Crore)
13	Junagarh – Nabarangpur new line (116 Km)	3,274
14	Buramara – Chakulia new line (60 Km)	1,639
15	Ajanta Caves Rail Connectivity (174 Km)	7,105
16	Bangriposi – Gorumahisani new line (86 Km)	2,549
17	Chandil – Anara – Damodar 3rd line (121 Km)	2,170
18	Bargarh Road – Nawapara Road new line (138 Km)	2,926
19	Sardega – Bhalumuda new double line (37 Km)	1,360
20	Varanasi – Pt. Deen Dayal Upadhyaya Multitracking with rail cum road bridge on river ganga (15 Km)	2,642
21	Jalgaon – Manmad 4th line (160 Km)	2,773
22	Bhusawal – Khandwa 3rd & 4th line (131 Km)	3,514
23	Sambalpur – Jarapada 3rd & 4th line (127 Km)	3,916
24	Jharsuguda – Sason 3rd & 4th line (35 Km)	1,181
25	Gondia – Ballarshah doubling (240 Km)	4,819
26	Kharsia – Naya Raipur – Parmalkasa 5th & 6th line (278 Km)	8,741
27	Wardha – Balharshah Quadrupling (135 Km)	2,381
28	Ballari – Chikjajur doubling (185 Km)	3,342
29	Koderma – Barkakana doubling (133 Km)	3,063
30	Itarsi – Nagpur 4th line (297 Km)	5,451
31	Dangoaposi – Jaroli 3rd & 4th line (43 Km)	1,752
32	Secunderabad – Wadi 3rd & 4th line (173 Km)	5,012
33	Furkating – New Tinsukia doubling (194 Km)	3,634
34	Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km)	2,192
35	Gondia – Dongargarh 4th line (84 Km)	2,223
36	Wardha – Bhusawal 3rd & 4th line (314 Km)	9,197
37	Hosapete – Bellary quadrupling (65 Km)	2,372

SN	Project Name	Cost (₹ in Crore)
38	Kasara – Manmad 3rd & 4th line (131 Km)	10,154
39	Punarakh – Kiul 3rd & 4th line (50 Km)	2,668
40	Gamharia – Chandil 3rd & 4th line (55 Km)	1,168
41	Sainthia- Pakhur 4th Line (81 Km)	1,569
42	Santragachi- Kharagpur 4th line (111 Km)	2,905
43	Nergundi – Barang & Khurda Road – Vizianagaram 3rd line (385 Km)	5,618
44	Son Nagar – Andal Multi tracking (375 Km)	13,606
45	Gorakhpur Cantt – Valmiki Nagar doubling (96 Km)	1,270
46	Jaipur – Sawai Madhopur doubling (131 Km)	1,269
47	Luni – Samdari – Bhildi doubling (272 Km)	3,531
48	Narkatiaganj – Raxaul – Sitamarhi – Darbhanga & Sitamarhi – Muzaffarpur doubling (256 Km)	4,553
49	Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km)	1,640
50	Tirupati – Pakala – Katpadi doubling (104 Km)	1,332
51	Ratlam – Nagda 3rd and 4th line (41 Km)	1,018
52	Aluabari Road – New Jalpaiguri 3rd & 4th line (57 Km)	1,786
53	Aurangabad (Chhatrapati Sambhajinagar) – Parbhani (177 Km)	2,179
54	Bhagalpur – Dumka – Rampurhat doubling (177 Km)	3,169
55	Itarsi – Bina 4th line (237 Km)	4,329
56	Vadodara – Ratlam 3rd & 4th line (259 Km)	8,885
57	Devbhumi Dwarka (Okha) – Kanalus doubling (141 Km)	1,457
58	Badlapur – Karjat 3rd and 4th line (32 Km)	1,324
59	Delhi – Ambala Cantt 3rd & 4th line (194 Km)	5,983
60	Gondia – Jabalpur doubling (231 Km)	5,236
61	Manmad – Indore new line (360 Km)	18,529
62	Errupelam – Amaravati – Nambur new line (57 Km)	2,245
63	Vadhavan Port and New Palghar station new double line (22 Km)	1,507
64	Deshalpar – Hajipir – Luna and Vayor – Lakhpat new line (145 Km)	2,526

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.

Some of the Projects recently completed are as follows:

S. No.	Name of project	Length (in Kms)
1	Udhampur- Srinagar- Baramulla new line	272
2	Bhairabi - Sairang New Line	51
3	Deoband - Roorkee New Line	27
4	Churu - Ratangarh Doubling	43
5	Tori-Shivpur 3rd Line	44
6	Araria - Galgalia New Line	110
7	Himmatnagar - Khedbrahma Guage Conversion	55
8	Bahraich- Nanpara -Nepalganj Guage Conversion	56
9	Domingarh- Gorakhpur -Kusumi 3rd Line & Gorakhpur -Nakaha Doubling	21
10	Vijapur - Ambaliyasan Guage Conversion	43
11	Pune- Miraj -Londa Doubling	467

SN	Project Name	Cost (₹ in Crore)
12	Manmad - Jalgaon 3rd Line	160
13	Phephna –Indara- Mau -Shahganj Doubling	150
14	Adraj -Moti -Vijapur Guage Conversion	40
15	Katni -Bina 3rd Line	279
16	Gandhidham- Adipur Quadrupling	21
17	Khatuwas - Narnaul Doubling	24
18	Penukonda- Dharmavaram Doubling	42

Railway Infrastructure projects enable socio-economic development of the region including:

- Better connectivity of the region with other parts of the country
- Faster movement of goods and services
- Improving logistics efficiency and reduction in transportation cost.
- Enhance line capacity
- Increase in direct and indirect employment opportunities for the people of the region
- Reduced operational bottlenecks
- Development of tourism industry and increase in industrial activities in the region.

In order to boost investment from industry in development of additional terminals for handling rail cargos, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. The Gati Shakti Cargo Terminals (GCTs) are being developed by private players, and can be developed on non-Railway land or fully / partially on Railway land. The location of GCTs is being decided on the basis of demand from industry and potential of Cargo traffic. So far, 128 GCTs have been commissioned and in-principle approvals for 288 more locations have been given.

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

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- 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
- 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.

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.
