

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1731
ANSWERED ON 13.02.2026

RAILWAY INFRASTRUCTURE AND PASSENGER FACILITIES IN GUJARAT

1731 SHRI BABUBHAI JESANGBHAI DESAI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government proposes enhanced budgetary allocation for railway infrastructure development in Gujarat, including new lines, doubling, electrification and modernization of stations;
- (b) the steps being taken to improve passenger amenities, safety and punctuality of trains in the State;
- (c) whether freight corridors, port connectivity and industrial rail link projects in Gujarat are being expedited; and
- (d) whether employment generation and local vendor participation in railway projects across Gujarat are being prioritized in the upcoming Budget?

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 Gujarat is as under:

Period	Outlay
2009-14	₹589 crore/year
2025-26	₹17,155 crore (More than 29 times)

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	660 Km	132 Km/year
2014-25	2,764 Km	251 Km/yr (nearly 2 times)

As on 01.04.2025, 36 Railway projects (6 New Lines, 17 Gauge Conversion and 13 Doubling), of a total length of 2,564 Km, costing ₹30,275 crore, falling fully/partly in the State of Gujarat have

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been sanctioned, out of which, 863 Km length has been commissioned and an expenditure of ₹12,865 crore has been incurred upto March 2025. The summary is as under:-

Category	No. of sanctioned projects	Total length (Km)	Length commissioned upto Mar'25 (Km)	Total Expenditure upto Mar'25 (Cr.)
New Lines	6	532	105	5,494
Gauge Conversion	17	1,379	718	6,213
Doubling / Multitracking	13	653	40	1,158
Total	36	2,564	863	12,865

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

S.No.	Name of Project	Cost (₹ in Cr.)
1	Mahesana-Taranga Hill Gauge Conversion (210 Km)	891
2	Himmatnagar-Khedbrahma Gauge Conversion (55 Km)	482
3	Ahmedabad-Botad Gauge Conversion (170 Km)	1,810
4	Dhasa-Jetalsar Gauge Conversion (104 Km)	1,024
5	Ahmedabad-Mahesana Gauge Conversion (69 Km)	874
6	Katosan-Chanasma Gauge Conversion (38 Km)	484
7	Kalol-Kadi-Katosan Gauge Conversion (37 Km)	347
8	Vijapur-Ambliyan Gauge Conversion (42 Km)	415
9	Dabhoi-Chandod with extension up to Kevadiya Gauge Conversion (50 Km)	1,018
10	Viramgam-Samakhiali Doubling (182 Km)	1,492
11	Palanpur-Samakhayali Doubling (247 Km)	2,538
12	Mahesana-Palanpur Doubling (65 Km)	537
13	Surendranagar-Rajkot Doubling (116 Km)	1,425
14	Anand-Godhara Doubling (79 Km)	692
15	Vatva-Ahmedabad 3 rd Line (8 Km)	61
16	Viramgram-Surendranagar Doubling (65 Km)	382
17	Udhna-Jalgaon Doubling (307 Km)	2,448

Details of some of the projects falling fully/partly in the State of Gujarat which have been taken up are as under:

S. No.	Project	Cost (₹ in Cr.)
1	Naliya-Jakhau Port New Line (25 Km)	410
2	Miyagam Karjan-Choranda-Malsar Gauge Conversion (37 Km)	450
3	Jambusar-Kavi Gauge Conversion (26 Km)	318
4	Kosamba-Umarpada Gauge Conversion (70 Km)	468
5	Khijadiya-Amreli Gauge Conversion (17 Km)	178
6	Gandhidham-Adipur Quadrupling (11 Km)	152
7	Barejadi-Nandej (Geratpur)- Sanand 4th Line (38 Km)	962

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8	Samakhiali-Gandhidham Quadrupling (53 Km)	1430
9	Vishvamitri-Dabhoi Doubling (33 Km)	394
10	Taranga Hill-Ambaji-Abu Road New Line (116 Km)	2798
11	Sabarmati D Cabin-Sarkhej Doubling (21 Km)	323
12	Deshalpar-Hajipir-Luna and Vayor-Lakhat New Line (145 Km)	2526
13	Vadodara-Ratlam 3rd & 4th Line (259 Km)	8387
14	Rajkot-Kanalus Doubling (111 Km)	1081

In last 3 years i.e. (2022-23, 2023-24, 2024-25) and current Financial Year i.e. 2025-26, 60 surveys (27 New Line, 08 Gauge Conversion and 25 Doubling) covering a total length of 6,471 Km have been sanctioned falling fully/partly in the State of Gujarat.

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.

Dedicated Freight Corridor:

Ministry of Railways (MoR) has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1,337 Km) and the

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Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1,506 Km). The work on EDFC has been completed and commissioned. In WDFC, 1,404 Rkm out of total 1,506 Rkm has been completed and commissioned. The balance work on WDFC from Vaitarna-JNPT section (102 Rkm) has been taken up. The Western Dedicated Freight Corridor (WDFC) consisting of 565 Km route in the State of Gujarat is already operational.

Punctuality:

Indian Railways makes all possible efforts to run trains on time. However, several factors affect punctual running of trains which include path constraints, asset maintenance, alarm chain pulling, agitations, cattle run over, bad/foggy weather and other unforeseen circumstances. Based on assessments of factors impeding the punctual running of trains, remedial measures, both short term and long term, are initiated. High priority is accorded to making resources available for speedy execution of critical capacity augmentation as these on completion inter-alia facilitate improved efficiency and reliability in train operations.

Introduction of upgraded and modern trains: Modernization and Improvement/up-gradation of Rolling Stock to enhance safety, convenience and comfort of passengers is a continuous and ongoing process on Indian Railways.

Indian Railways has proliferated technologically superior LHB coaches with better riding, improved aesthetics and features like lightweight design, anti climbing features, air suspension (Secondary) with failure indication system, stainless steel shell and disc brake system etc.

Production of LHB coaches during 2014-25 vis-à-vis 2004-14 is as under:

Period	LHB coaches manufactured
2004-2014	2,337
2014-2025	42,677 (more than 18 times)

Further, with a view to improve travel experience of the passengers, Indian Railways has introduced indigenously designed and manufactured Vande Bharat trains with modern coaches, advanced safety features and passenger amenities. Presently, 164 Vande Bharat services are in operation on the Indian Railway network.

These new Vande Bharat Trains have following features:

- Fitted with KAVACH.
- Jerk Free Semi-Permanent couplers.

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- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- Improved fire safety - Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Driver-Guard communication with voice recording facility & Crash hardened memory.
- Air conditioning units with indigenously developed UV-C lamp based disinfection system.
- Better Ride Comfort.
- CCTVs in all coaches.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Coach Condition Monitoring System (CCMS) display with remote monitoring.

Railways have developed fully non-AC modern train named as Amrit Bharat express. Already 54 services are in operation. Presently, these modern trains comprise of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry car and 02 Luggage cum Divyangjan coaches.

These trains have following enhanced features and amenities:

- Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
- Jerk Free Semi-Automatic Couplers.
- Improved Crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches and Luggage room.
- Improved designs of toilets.
- Improved design of Ladder for ease of climbing on to the berth.
- Improved LED Light fitting & Charging Sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.
- Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- Non-AC pantry with enhanced heating capacity.
- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

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Namo Bharat Rapid Rail has been introduced to enhance the travelling experience of suburban and regional commuters for inter-city short distance movement by harnessing the features of Vande Bharat Trains. Presently, 4 Namo Bharat Rapid Rail services are in operation on the Indian Railway network.

The prominent features of Namo Bharat Rapid Rail are as follows:

- Centrally controlled Double Leaf Automatic Sliding Doors.
- CCTVs for safety and passenger surveillance.
- Modular interior with Cushioned Seats and Sealed Flexible Gangway.
- Emergency Talk System.
- Continuous LED lighting with Energy Efficient Lighting system.
- FRP Modular Toilets with vacuum evacuation.
- Fully Air-Conditioned trains with Driver cab AC.

For long distance travel, the sleeper variant of Vande Bharat Express has been indigenously designed and developed. Two such trains have already been manufactured. After extensive trials, these are presently operational between Howrah and Kamakhya.

To improve travel experience of the passengers and set new benchmarks in terms of safe and comfortable journey, these train sets have been provided with modern coaches having advanced safety features and passenger amenities like:

- Jerk-Free Semi permanent couplers and Anti Climbers.
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Crashworthy Design of Car body complying with EN standards.
- Fire barrier doors at the end of each coach for compliance of fire safety standards.
- Improved fire safety - Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp- based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.

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- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- CCTVs in all coaches.
- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers, special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.4% 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:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-2025	46,900

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

In addition to providing opportunities for direct employment in the Indian Railways through regular & contractual employees, Indian Railways also creates employment opportunities indirectly in the form of vendors, hoteliers, logistic players like transport operators, tourism industry, small economy around railway stations etc.

Safety:

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26 (upto 31.01.2026)	12 (90% lesser)

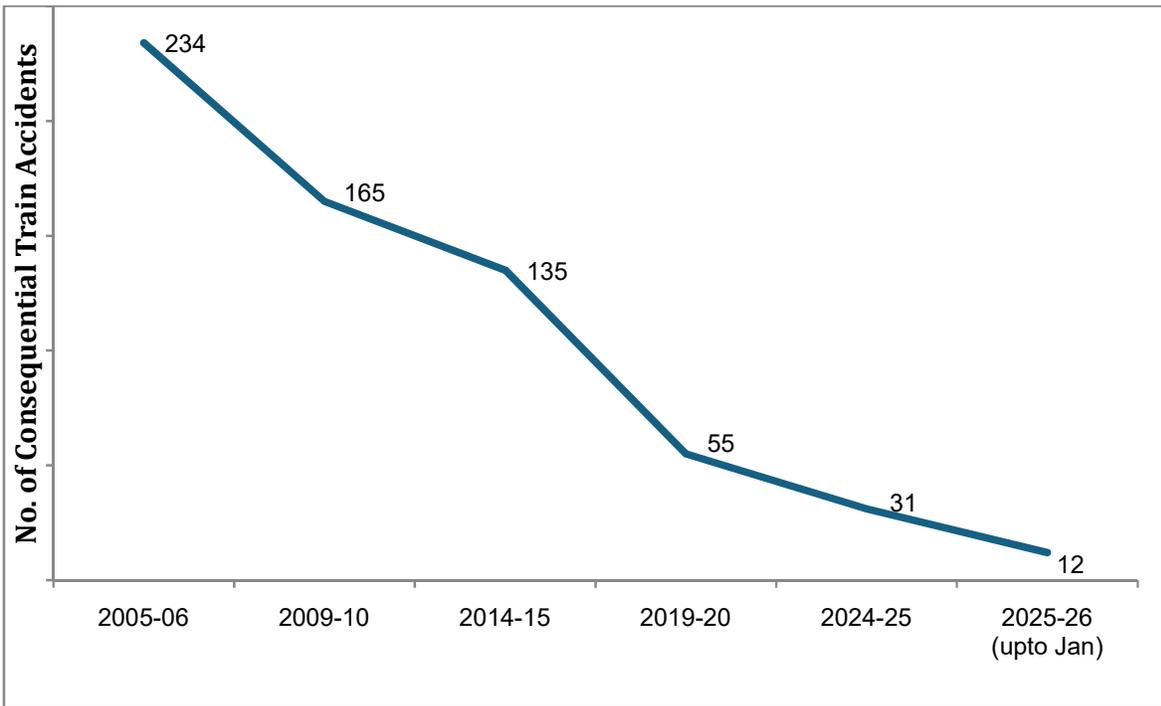
Another important index showing improvement in safety in train operations is Consequential Accidents Index, the details of which are as under:-

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)

This index measures number of consequential accidents as a ratio of total running Kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers}}$$



The various safety measures taken to enhance safety in train operations are as under-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Expenditure/Budget on Safety related activities (₹ in Cr.)				
2013-14	2022-23	2023-24	2024-25	2025-26
39,200	87,336	1,01,662	1,14,022	1,17,693

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,660 stations up to 31.12.2025 to reduce accidents due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,097 Level Crossing Gates up to 31.12.2025 for enhancing safety at LC Gates.

4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,665 stations up to 31.12.2025.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Based on deployment of Kavach version 3.2 on 1,465 Rkm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07 2024.

After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1,297 Rkm, covering the high density Delhi - Mumbai and Delhi - Howrah routes. On the Delhi Mumbai route Kavach ver 4.0 has been commissioned on Junction cabin-Palwal-Mathura-Nagda section (667 Rkm) & Ahmedabad-Vadodara-Virar section (432 Rkm) and on the Delhi-Howrah route on Gaya - Sarmatanr (93 Rkm) and Bardhaman - Howrah section (105 Rkm).

6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.

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12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.

26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.
28. Regular counselling and training of staff is undertaken.
29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

SN	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
Technological Improvements				
1	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3	Electronic Interlocking (Station)	837 Stations	3,691 Stations	More than 4 times
4	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5	Thick Web Switches (Nos.)	Nil	28,301 Nos.	-
Better Maintenance Practices				
1	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times

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2	USFD (Ultra Sonic Flow Detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3	Weld failures (Nos.)	In 2013-14: 3,699 Nos.	In 2024-25: 370 Nos.	90% reduction
4	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
Better Infrastructure and Rolling Stock				
1	New Track Km added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3	Unmanned crossings (Nos.) on BG	As on 31.03.24: 8,948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

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, 1,337 stations have been identified for development under this scheme, out of which 87 stations are located in Gujarat. The names of stations identified for development under Amrit Bharat Station Scheme in Gujarat are as following:

State	No. of Stations	Name of Stations
Gujarat	87	Ahmedabad, Anand, Ankleshwar, Asarva, Bardoli, Bhachau, Bhaktinagar, Bhanvad, Bharuch, Bhatiya, Bhavnagar, Bhestan, Bhildi, Bilimora Jn, Botad Jn., Chandlodia, Chorvad Road, Dabhoi Jn, Dahod, Dakor, Derol, Dhrangadhra, Dwarka, Gandhidham, Godhra Jn, Gondal, Hapa, Himmatnagar, Jam Jodhpur, Jam Wanthali, Jamnagar, Junagadh Jn, Kalol Jn, Kanalus Jn, Karamsad, Keshod, Khambhaliya, Kim, Kosamba Jn, Lakhtar, Limbdi, Limkheda, Mahemadabad Kheda Road, Mahesana Jn, Mahuva, Maninagar, Mithapur, Miyagam Karjan Jn, Morbi, Nadiad Jn, Navsari, New Bhuj, Okha, Paddhari, Palanpur Jn, Palitana, Patan, Porbandar, Pratapnagar, Rajkot Jn, Rajula Jn, Sabarmati BG, Sabarmati MG, Sachin, Samakhiali, Sanjan, Savarkundla, Sayan, Siddhpur, Sihor Jn., Somnath, Songadh, Surat, Surendranagar, Than, Udhna, Udvada, Umargaon Road, Unjha, Utran, Vadodara, Vapi, Vatva, Veraval, Viramgam, Vishvamitri Jn., Wankaner

Development works at railway stations under Amrit Bharat Station Scheme in Gujarat have been taken up at a good pace. Till now, works of 21 stations (Dakor, Derol, Godhra Jn, Hapa, Jam Jodhpur, Jam Wanthali, Kanalus Jn, Karamsad, Khambhaliya, Kosamba Jn, Limbdi, Mahuva, Mithapur, Morbi, Okha, Palitana, Porbandar, Rajula Jn, Samakhiali, Sihor Jn., Utran) in Gujarat have been completed under this scheme.

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

- **Bardoli station:** The work of widening of platform no.1 has been completed. The works of improvement to station building, first class waiting room, toilet block, circulating area and 12m Foot Over Bridge have been taken up.

- **Limkheda station:** The works of new station building, improvement of existing station building, raising of platform no. 1 & 2/3, improvement of platform surface, toilet block at platform no. 1 & 2/3, improvement of circulating area and entry/exit gate have been completed. The works of platform shelter, lighting and 6 m Foot Over Bridge have been taken up.
- **Asarva station:** The works of new station building, porch, waiting room, toilet and booking counter have been completed. The works of platform shelter, platform surfacing, circulating area, parking and Divyangjan facilities have been taken up.
- **Sehore station:** The works of platform shelter, platform surface, waiting hall, toilet, circulating area, approach road, signage and station illumination have been completed. The work of 12 m Foot Over Bridge has been taken up.

Further, development / redevelopment / upgradation / modernization 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. Development / redevelopment / upgradation / modernization of a station is carried out based on category of station/condition/traffic handled etc.

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.

Further, development / upgradation / modernization of stations including 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. Gujarat is covered under the jurisdiction of two railway zones, namely, North Western Railway and Western Railway. For these zones, an allocation of ₹2,081 crore has been made for the financial year 2025-26, out of which an expenditure of ₹1,629 crore (up to December, 2025) has been incurred so far.
