

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 2519
ANSWERED ON 13.03.2026

PROGRESS OF RAILWAY LINE DOUBLING PROJECTS

2519 SHRI A. D. SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status of railway line doubling projects across the country, State-wise;
- (b) length of railway lines in kilometers doubled in the last five years and the targets for the next three years;
- (c) region-wise or State-wise progress and highlight the major projects currently underway;
- (d) steps that are being taken to expedite completion, address land acquisition challenges and improve capacity on congested routes; and
- (e) manner in which doubling of lines contribute to enhancing freight and passenger efficiency in the Indian Railways network?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): 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 |

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

Track Construction:

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) |

Major projects undertaken:

Bullet Train project:

The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is the only HSR Project under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1,389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1,651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

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Gujarat (352 KM):

| Item | Progress |
|------------------------|-----------------|
| Foundation | 352 kms. |
| Piers | 352 kms. |
| Girder Casting | 342 kms. |
| Girder Launching | 331 kms. |
| Track Bed Construction | 152 kms. |
| OHE Masts Erection | 121 kms. |

Maharashtra (156 KM):

| Item | Progress |
|------------------|-----------------|
| Foundation | 84 kms. |
| Piers | 75 kms. |
| Girder Casting | 12 kms. |
| Girder Launching | 5 kms. |

Out of total 12 stations, foundation works has been completed at 8 stations (Vapi, Bilimora, Surat, Bharuch, Anand, Vadodara, Ahmedabad, and Sabarmati). In Maharashtra section, foundation work is in progress at 3 stations (Thane, Virar, Boisar) and excavation work at BKC station is near completion and Casting of base slab started.

17 river bridges have been completed. Work is in advance stage for 4 major river bridges (Narmada, Mahi, Tapti and Sabarmati) in Gujarat & in progress in 4 river bridges in Maharashtra. Work on Depots (Thane, Surat and Sabarmati) is in full swing.

Civil works at Bandra Kurla Complex (BKC) are progressing satisfactorily. Excavation works have achieved about 91% progress, and concreting works are at various stages, with 100% completion of the basement slab at Level-4. The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

To ensure seamless passenger connectivity, the Government has planned multi-modal integration of Bullet Train stations with the existing Mumbai suburban railway network and upcoming metro lines. The integration includes passenger connectivity with Metro Line-2B and Metro Line-3 through convenient pedestrian access at BKC station.

Bullet train project is a very complex and technology intensive Project. Exact timelines for the completion of the project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling & Telecommunication and supply of Train sets.

Dedicated freight corridor:

Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). Out of total 2843 Km, 2741 Route Kilometers (96.4%) has been commissioned and operational. The work in balance section has been taken up.

Dedicated Freight Corridor (DFC) Project has positive impact on transportation and logistics sector as it enabled enhanced movement of Double Stack Container (DSC) trains, higher axle load trains, faster access of northern hinterland by Western Ports and development of new terminals/linkages with industries along the DFC. The Eastern DFC mostly caters to mineral traffic from Eastern India. These developments enabled reduction in logistic cost.

DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. DFCCIL achieved a significant operational milestone by running on an average 443 trains per day in the Jan' 26.

Other Major Multi-tracking projects:

Some of the major multi-tracking projects taken up for augmentation of Railway Network are as under:

| SN | Name of project | Cost (₹ in crore) |
|----|--|----------------------|
| 1 | Gondia-Ballarshah (Chanda Fort) Doubling (240 Km) | 4,373 |
| 2 | Narkatiaganj- Raxaul- Sitamarhi- Darbhanga & Sitamarhi- Muzaffarpur sections Doubling (256 km) | 4,080 |
| 3 | Sambalpur-Jarapada 3rd & 4th line (127 Km) | 3,574 |
| 4 | Bhusawal-Khandwa 3rd & 4th line (131 Km) | 3,285 |
| 5 | Ballari-Chikjajur Doubling (185 Km) | 3,079 |
| 6 | Koderma-Barkakana (Arigada) Doubling (133 Km) | 2,887 |
| 7 | Jalgaon-Manmad 4th line (160 km) | 2,574 |
| 8 | Wardha-Balharshah Quadrupling(135 Km) | 2,226 |
| 9 | Chandil-Anara-Damodar section 3rd line(121 Km) | 1,932 |
| 10 | Prayagraj (Iradatganj)- Manikpur 3rd line (84 Km) | 1,508 |
| 11 | Tirupati -Pakala- Katpadi Doubling (104 Km) | 1,216 |
| 12 | Jharsuguda-Sason 3rd & 4th line (35 Km) | 1,113 |
| 13 | Ratlam-Nagda 3rd and 4th line project (41 Km) | 964 |
| 14 | Phaphamau-Unchahahar Doubling (72 Km) | 899 |
| 15 | Gudur-Renigunta 3rd line (83 Km) | 877 |
| 16 | Burhwal - Gonda Kacheri 4th line (56 km) | 796 |
| 17 | Aluabari Road-New Jalpaiguri 3rd & 4th Line (57 km) | 1,630 |
| 18 | Itarsi-Nagpur 4th Line(297 km) | 5,010 |
| 19 | Dangoaposi-Jaroli (Banspani) 3rd & 4th Line (43 km) | 1,638 |
| 20 | Aurangabad (Chhatrapati Sambhajinagar)- Parbhani (177 Km) | 2,006 |
| 21 | Bhagalpur-Jamalpur 3rd Line(53 km) | 1,156 |
| 22 | Secunderabad (Sanathnagar)- Wadi 3rd and 4th line (173 Km) | 5,012 |
| 23 | Furkating-New Tinsukia doubling (194 Km) | 3,634 |

| SN | Name of project | Cost (₹ in crore) |
|----|---|----------------------|
| 24 | Bhagalpur-Dumka-Rampurhat doubling (177 Km) | 3,169 |
| 25 | Wardha-Bhusawal 3rd & 4th line (314 Km) | 9,197 |
| 26 | Itarsi-Bina 4th line (237 Km) | 4,329 |
| 27 | Vadodara-Ratlam 3rd & 4th line (259 Km) | 8,885 |
| 28 | Ringas-Sikar Doubling (50 Km) | 470 |
| 29 | Mughalsarai-Allahabad 3 rd line (150 Km) | 2,649 |
| 30 | Trivandrum-Kanyakumari doubling (87 Km) | 3,785 |
| 31 | Bhadrak-Nergundi 3 rd line (92 Km) | 1,284 |
| 32 | Vizianagram-Titlagarh 3 rd line (265 Km) | 6,996 |
| 33 | Churu-Sadulpur and Luni-Samdari-Bhildi doubling (33 Km) | 3,554 |
| 34 | Itarsi-Nagpur 3 rd line (280 Km) | 2,450 |

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 (IPAs) for 288 more locations have been given.

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.

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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.
