

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 3941
ANSWERED ON 27.03.2026

IMPACT OF PM-GATI SHAKTI ON RAILWAYS

3941 SMT. REKHA SHARMA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the role of Indian Railways under the PM-Gati Shakti National Master Plan;
- (b) the manner in which rail projects are being integrated with ports, highways, airports and logistics parks;
- (c) whether PM-Gati Shakti has reduced project delays and cost overruns; and
- (d) the measurable outcomes achieved so far under this integrated planning framework?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): The PM Gati Shakti National Master Plan (NMP) was launched in October, 2021 to bring a transformative change in the approach towards planning and execution of infrastructural projects pertaining to the transportation sector. The NMP, spanning across the entire country has brought in synergy between the infrastructural sectors such as railways, shipping, roadways, telecommunications, pipelines, etc. through collaboration amongst concerned Ministries/State Governments/Departments, speeding up the clearances needed for the project completion as well as planning at a faster pace.

Indian Railways has immediately imbibed the principles of Gati Shakti in its project planning process, expediting appraisal, sanction and execution of projects. On ground survey, route alignment, deciding alternative route to avoid passing through forest and wildlife areas, connectivity to ports, mines, collieries is done through PM Gati Shakti Institutional mechanism developed by BISAG-N. This has led to enhancement in the quality of preparation of Detailed Project Report and reduction in project cost.

Now survey of all New Line, Gauge Conversion and Doubling projects are taken up under PM Gati Shakti Institutional mechanism developed by BISAG-N for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency, first and last mile connectivity, throughput enhancement and remove gaps for seamless movement of people, goods/ commodities i.e. agricultural products, fertilizers, coal, iron ore, steel, cement, limestone etc.

During last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY 2025-26, 300 projects (51 New Line, 17 Gauge Conversion and 232 Doubling) of total length 13,808 Km have been sanctioned across Indian Railways under PM Gatishakti National Master Plan.

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
13	Junagarh – Nabarangpur new line (116 Km)	3,274
14	Buramara – Chakulia new line (60 Km)	1,639
15	Jalna – Jalgaon new line (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
38	Kasara – Manmad 3rd & 4th line (131 Km)	10,154

SN	Project Name	Cost (₹ in Crore)
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 3 rd and 4 th Line (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

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
12	Manmad - Jalgaon 3rd Line	160

S. No.	Name of project	Length (in Kms)
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

During last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY 2025-26, 982 no. Surveys (295 New line, 13 Gauge Conversion and 674 Doubling) of total length 67,010 Km have been sanctioned across Indian Railways under PM Gati Shakti National Master Plan.

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 own operational requirements
- Socio-economic considerations
- Overall availability of funds

Sanctioned projects on Indian Railways:

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, out of which, 12,769 Km length has been commissioned and an expenditure of approx. ₹2.91 lakh crore has been incurred upto March, 2025. 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 Crore)
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.

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	8.57 Km/day (more than 2 times)

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.

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.

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.
