

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1538
ANSWERED ON 31.07.2026

**NEW RAILWAY LINES, DOUBLING, ELECTRIFICATION AND GAUGE CONVERSION
PROJECTS IN JHARKHAND AND GUJARAT**

1538 SHRI NATHWANI PARIMAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of new railway lines, doubling, electrification and gauge conversion projects sanctioned in Jharkhand and Gujarat during the last five years;
- (b) the funds allocated and expenditure incurred, project-wise;
- (c) the present status of each project;
- (d) the reasons for delays, if any; and
- (e) the likely date of completion?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

(a) to (e): Railway projects are surveyed /sanctioned/executed Zonal Railway wise and not State-wise /District wise as the Railway projects may span across State/district boundaries.

Jharkhand:

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects falling fully/partly in the State of Jharkhand is as under:-

Period	Outlay
2009-14	₹457 Cr./Yr
2026-27	₹7,536 Cr. (approx. 16 times)

Track Construction:

The details of constructing new tracks falling fully/partly in the State of Jharkhand is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	287 Km	57 Km/year
2014-26	1,371 Km	114 Km/year (2 times)

Projects Sanctioned:

As on 01.04.2026, 36 projects (10 New Lines and 26 doubling), covering a total length of 2,887 Km, costing ₹60,064 crore falling fully/partly in Jharkhand are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2026 (in Km)	Total Exp. upto March, 2026 (Rs. in Cr.)
New Lines	10	753	156	4,853
Doubling/Multi-tracking	26	2,133	458	13,558
Total	36	2,887	615	18,411

Recently Completed Projects:

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

S.No.	Name of Project	Cost (Rs. in Cr.)
1	Mandarhill- Rampurhat new line (130 Km)	908
2	Giridih-Koderma new line (111 Km)	404
3	Koderma – Ranchi new line (202 Km)	3,800
4	Ranchi-Lohardaga Gauge Conversion (111 Km)	665
5	Sahibganj-Pirpainti Doubling (23 km)	129
6	Tinpahar-Sahebganj Doubling (38 Km)	246
7	Sini-Adityapur Doubling (23 Km)	215
8	Goeilkeria-Manoharpur Doubling (28 Km)	425
9	Dongaposi-Rajkharswan 3rd line (75 Km)	629
10	Danea-Ranchi Road Doubling (25 Km)	324
11	Chakardharpur-Goilkeria 3rd line (34 Km)	383
12	Garhwa Road-Ramna doubling (32 Km)	427
13	Manoharpur-Bondamanda 3rd line (30 Km)	359
14	Jarangdih-Danea Patch Doubling (29 km)	500
15	Ranchi Road- Patratu doubling (31 Km)	348
16	Talgaria-Bokaro doubling (38 Km)	514
17	Ramna-Singrauli doubling (160 Km)	2,436

Ongoing Projects:

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

S.No	Project	Cost (Rs. in Cr.)
1	Koderma-Tilaiya new line (62 Km)	2,287
2	Buramara-Chakulia new line (60 Km)	1,459
3	Dhanbad-Sonnagar 3rd line (291 Km)	7,906
4	Bondamunda-Ranchi doubling (159 Km)	3,029
5	Kharagpur-Adityapur 3 rd line (132 Km)	3,450
6	Chandil- Burnpur - 3rd line (121 Km)	1,932
7	Koderma-Barkakhana doubling (133 Km)	2,887
8	Bhagalpur-Rampurhat doubling (177 Km)	3,169
9	Gamharia-Chandil 3 rd and 4 th line (26 Km)	1,168
10	Barbenda-Damrughutu Doubling (52 Km)	815
11	Dangoaposi-Jaroli 3rd & 4th Line (43 Km)	1,638

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Gujarat:

Railway Budget:

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
2026-27	₹17,366 crore (More than 29 times)

Track Construction:

The details of constructing of new track, falling fully/partly in the State of Gujarat during 2009-14 and 2014-26, is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	660 Km	132 Km/year
2014-26	2,952 Km	246 Km/year (nearly 2 times)

Projects Sanctioned:

As on 01.04.2026, 35 Railway projects (08 New Lines, 14 Gauge Conversion and 13 Doubling), of a total length of 2,969 Km, costing ₹43,608 crore, falling fully/partly in the State of Gujarat have been sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (Km)	Length Commissioned upto Mar'2026 (Km)	Total Exp. upto Mar'2026 (₹ in Cr.)
New Lines	08	687	116	7,842
Gauge Conversion	14	1,242	718	6,160
Doubling/ Multi-tracking	13	1,040	95	3,076
Total	35	2,969	929	17,078

Recently Completed Projects:

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 (57 Km)	312
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 Gauge Conversion (50 Km)	1,018
10	Bhildi Viramgam Gauge Conversion (156 Km)	579
11	Adraj Moti-Vijapur Gauge Conversion (40 Km)	418
12	Viramgam-Samakhiali Doubling (182 Km)	1,492
13	Palanpur-Samakhayali Doubling (247 Km)	2,538
14	Mahesana-Palanpur Doubling (65 Km)	537
15	Surendranagar-Rajkot Doubling (116 Km)	1,425
16	Anand-Godhara Doubling (79 Km)	692

S.No.	Name of Project	Cost (₹ in Cr.)
17	Viramgram-Surendranagar Doubling (65 Km)	382
18	Udhna-Jalgaon Doubling (307 Km)	2,448

Ongoing Projects:

To further improve the Railway Infrastructure in the State of Gujarat, following works have been taken up:-

S.No	Project	Cost (₹ in Cr.)
1	Samakhiali-Gandhidham Quadrupling (53 Km)	1,430
2	Miyagam-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	Vishvamitri-Dabhoi Doubling (33 Km)	394
7	Taranga Hill-Abu Road New Line (116 Km)	3,198
8	Sabarmati D Cabin-Sarkhej Doubling (21 Km)	313
9	Vadodara-Ratlam 3rd & 4th Line (259 Km)	8,885
10	Barejadi-Nandej (Geratpur)-Sanand 4th Line (38 Km)	962
11	Adipur-Bhuj Doubling (49 Km)	493
12	Ahmedabad-Dholera Semi High-Speed Double Line (134 Km)	20,667
13	Bhimnath-Dholera Logistic Hub New Line (23 Km)	446
14	Deshalpar-Luna and Vayor-Lakhpat New Line (145 Km)	2,526
15	Naliya-Jakhau Port New Line (25 Km)	410
16	Devbhumi Dwarka (Okha)- Kanalus Doubling (141 Km)	1,457
17	Rajkot-Kanalus Doubling (111 Km)	1,081

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.

Mumbai-Ahmedabad High Speed Rail Project:

Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is 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 (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 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 the State of Gujarat as under:

Item	Progress
Piers	352 kms.
Girder	343 kms.
Track Bed	209 kms.
OHE Masts	190 kms.

The progress of stations is in the State of Gujarat given below:-

SN	Station	Status
1	Sabarmati	Foundation & structural works completed. Finishing work have been taken up.
2	Ahmedabad	Structural works completed. Finishing works and track works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation & structural works completed. Finishing work have been taken up.
5	Bharuch	Structural works completed and finishing works have been taken up. At Surat, Bilimora and Bharuch Track works have also been taken up.
6	Surat	
7	Bilimora	
8	Vapi	

The progress on the River Bridges in the State of Gujarat is as under:-

SN	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed. Track works completed and OHE works have been taken up at Mohar River. Track works in progress at Vatrak River.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	Foundation completed. Pier works and Girder launching have been taken up.
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 6 out of 24 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	09 out of 13 Pier Cap completed.
11	Mindhola River (240m)	Bridge construction completed. Track and Electrical works have been taken up.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	

SN	River Name	Status
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	

On the Surat–Vapi section (97 km) entire civil works including river bridge construction, have been completed and 86% of the track bed has been laid.

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

Dedicated freight corridor:

Ministry of Railways had taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1,337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1,506 Km) .

The work on EDFC & WDFC has been completed and commissioned. On an average more than 443 trains are operated per day on DFCs. The fully commissioned sections of the Eastern and Western Dedicated Freight Corridors (EDFC & WDFC) have demonstrated robust operational performance. Freight volumes have steadily increased, with higher average speeds, faster turnarounds, and enhanced reliability. The corridors are witnessing consistent growth in container, coal, and bulk cargo movement, contributing significantly to capacity augmentation in freight transportation.

DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. As a result, Railways have been able to run additional goods and coaching services over its network.

The DFCs have enabled faster transit times, higher throughput, and double-stack container operations (especially on the Western DFC). These improvements have contributed to lowering overall logistics costs, improving supply chain efficiency, and enhancing competitiveness of Indian industries.

A new Dedicated Freight Corridor connecting Dankuni in East to Surat in West, has been announced in the Union Budget 2026. The work of preparation/updation of Detailed Project Report (DPR) for this corridor has been taken up.

Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometre
Before 2014 (about 60 years)	21,801
2014-2026	48,072

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