

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 2361
ANSWERED ON 07.08.2026

KARNATAKA-GOA RAILWAY DOUBLING PROJECT

2361 SHRI SADANAND MHALU SHET TANAVADE:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status of the Karnataka-Goa railway doubling project, including the total sanctioned cost, year-wise budgetary-allocations during the last five years, expenditure incurred, percentage of physical progress, section-wise completion status and the expected timeline for its completion;
- (b) whether Government has assessed the expected benefits of the project in terms of increased freight capacity, reduced-logistics costs, improved passenger movement, decongestion of highways, lower carbon-emissions and support to port-led economic growth, including benefits to Goa's mining, tourism and industrial sectors; and
- (c) whether Government proposes to establish a time bound monitoring mechanism for strategically important railway connectivity projects to ensure their timely completion?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): Work of Hospet - Hubli - Londa - Tinaighat - Vasco de Gama doubling (312 Km) has been taken up at a cost of ₹4,730 crore. An expenditure of ₹2,785 crore has been incurred upto March, 2026. During 2026-27, an Outlay of ₹434 crore has been provided for the project. The section-wise details are as under:-

S.No.	Section	Status
1	Hospet – Duski (231 Km)	Commissioned
2	Duski – Castlerock – Kulem - Kalem (38 Km)	Work is affected due to Forest / Wildlife clearance
3	Kalem– Madgaon (26 Km)	Commissioned
4	Majorda - Cansaulim (04 Km)	Commissioned
5	Cansaulim – Vasco (13 Km)	18 out of 19 nos of minor bridges are completed. Work of all 03 nos of station building is completed.

Completion of this project will improve mobility and connectivity of goods & passengers from Goa to other parts of the country. However, the progress of project is affected due to forest/wildlife clearance issues between Duski-Castlerock-Kulem-Kalem (38 Km) section. Revised wildlife mitigation plan has been prepared and project section taken up for necessary clearance.

Karnataka:

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 Karnataka is as under:

Period	Outlay
2009-14	₹835 crore/year
2026-27	₹7,748 crore (more than 9 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Karnataka is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	565 Km	113 Km/year
2014-26	1,769 Km	147.4 Km/year

Projects sanctioned:

As on 01.04.2026, 25 projects (15 new lines and 10 doubling) of 2,935 km length, costing ₹49,272 crore falling fully/partly in Karnataka are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length (in Km)	Length Commissioned upto Mar'26 (Km)	Exp upto Mar'26 (₹ in cr.)
New Line	15	2,034	445	8,836
Doubling/ Multitracking	10	901	301	4,562
Total	25	2,935	746	13,398

Recently Completed Projects:

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

S. No.	Project	Cost (₹ in Crores)
1	Kottur-Harihar new line (65 km)	468
2	Hassan-Bangalore new line (167 km)	1,290
3	Bidar-Gulbarga new line (110 km)	1,543
4	Shivani - Hosadurga Road doubling (10 km)	50
5	Shivani-Birur doubling (29 km)	143

6	Hosadurga-Chikjajur doubling (29 km)	260
7	Ramanagram - Mysore patch doubling (94 km)	998
8	Yelahanka – Chennasadra doubling (13 km)	108
9	Yeshwantpur - Yelahanka doubling (12 km)	95
10	Netrawati - Mangalore Central doubling (2 km)	28
11	Kankanadi - Panambur doubling (19 km)	350
12	Arsikere-Tumkur doubling (96 km)	758
13	Yelahanka - Penukonda doubling (123 km)	1,104
14	Daund-Gulbarga doubling (225 km)	3,182
15	Hubli-Chikjajur doubling (190 km)	1,850
16	Hotgi-Gadag doubling (284 km)	2,459
17	Pune-Miraj-Londa doubling (466 km)	6,464
18	Jokkate-Thokur doubling (2 km)	102

Ongoing Projects:

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

S No.	Project	Cost (₹ in Crores)
1.	Munirabad-Mahabubnagar new line (247 km)	3,978
2.	Kadur - Sakleshpur new line (68 km)	908
3.	Rayadurg - Tumkur new line (207 km)	4,565
4.	Bagalkot - Kudachi new line (142 km)	1,694
5.	Tumkur - Devangere new line (182 km)	2,142
6.	Marikuppam - Kuppam new line (24 km)	518
7.	Gadag - Wadi new line (257 km)	3,668
8.	Shimoga - Ranebennur new line (96 km)	994
9.	Hassan - Belur new line (32 km)	749
10.	Dharwad -Belgaum new line (73 km)	927
11.	Hospet - Hubli - Londa - Tinaighat - Vasco - de - Gama doubling (312 km)	4,730
12.	Baiyyapanahalli - Hosur doubling (48 km)	1,160
13.	Yeshwanthpur- Channasandra doubling (22 km)	684
14.	Ballari-Chikjajur doubling (185 km)	3,342
15.	Secunderabad - Wadi 3rd & 4th line (173 km)	5,012
16.	Bellary - Hosapete 3rd & 4th line (65 km)	2,372
17.	Guntakal-Wadi 3rd & 4th line (230 km)	4,758

Details of some major projects which are delayed due to land acquisition are as under:-

S No.	Project	Total Land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1	Shimoga–Rannebennur new line (96 km)	559	283	276
2	Belgaum–Dharwad new line (73 km)	581	0	581
3	Shimoga– Harihar new line (79 km)	488	0	488
4	Whitefield-Kolar new line (53 km)	337	0	337
5	Hassan-Belur new line (32 km)	206	0	206

Summary of the status of land acquisition in Karnataka is as under:-

Total Land required for Projects in Karnataka	10,123 ha
Land Acquired	6,134 ha (61%)
Balance Land to be acquired	3,989 ha (39%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Karnataka.

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

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

- Better integration of the region with other parts of the country
- Faster movement of goods and services
- Improving logistics efficiency
- Enhance line capacity
- Increase in direct and indirect employment opportunities for the people of the region
- Reduces 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.
