

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 756
ANSWERED ON 24.07.2026

**PROGRESS OF INFRASTRUCTURE PROJECTS UNDER NORTHEAST FRONTIER
RAILWAY**

756 SHRI TERASH GOWALLA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the present physical and financial progress of the Furkating - New Tinsukia multi-phase track doubling project under the Northeast Frontier Railway;
- (b) whether engineering contracts have been awarded for the Bhojo - New Tinsukia section, if so, the targeted timeline for its completion and commissioning;
- (c) the measures taken to enhance line capacity and increase the operational speed of passenger and freight trains towards Dibrugarh and Murkongselek; and
- (d) whether Government proposes to introduce direct rail connectivity or additional Vande Bharat/Amrit Bharat trains connecting Upper Assam with other Northeastern States?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Work for the Doubling of Lumding - Furkating - New Tinsukia has been sanctioned in two phases. Details are as under:-

Phase	Name of the work	Status
Phase-I	Lumding - Furkating Doubling (140 Km)	Lumding - Furkating Doubling Project (140 Km) has been sanctioned at a cost of ₹2,124 Crore. Land for this project is largely available. Only 21 Ha land is required to be acquired out of which 4 Ha has been acquired. Work of Major Bridges, Minor Bridges, formation, Station Buildings etc. has been taken up. An expenditure of ₹119 crore has been incurred upto March, 2026. An Outlay of ₹600 crore has been given for the year 2026-27.

Phase-II	Furkating - New Tinsukia Doubling (194 Km)	Work for the Furkating - New Tinsukia Doubling (194 Km) has been sanctioned at a cost of ₹3,634 Crore. Land for this project is available. Process of fixing the agency for execution of works (including Bhojo - New Tinsukia section) has been taken up.
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Further, to improve connectivity in the region, following works/surveys have also been sanctioned:-

S.No.	Name of the work	Status
1.	Tinsukia - Dibrugarh Doubling (47 Km)	Survey of New Tinsukia - Dibrugarh Doubling (47 Km) has been sanctioned for preparation of Detailed Project Report (DPR).
2.	Murkongselek - Pasighat New Line Project (26 Km)	The project has been sanctioned at a cost of ₹1,249 crore. Land Acquisition for the project has been completed and Murkongselek - Sille Section (15 Km) of this project has been commissioned. Work has been taken up in Sille - Pasighat Section (11 Km). An expenditure of ₹1,004 crore has been incurred upto March, 2026. An Outlay of ₹159 crore has been given for the year 2026-27.

After preparation of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon appraisals and approvals by various stakeholders.

North Eastern Region Railway Budget:

Budget allocation years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in North Eastern Region (NER) is as under:-

Period	Outlay
2009-14	₹2,122 crore/year
2026-27	₹11,486 crore (More than 5 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in North Eastern Region (NER) during 2009-14 and 2014-2025 is as under:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	333 Km	~ 67 Km/year
2014-26	1,890 Km	~ 158 Km/year (about 2.5 times)

Projects sanctioned:

As on 01.04.2026, 13 Railway projects (08 New Lines, 05 Doubling), of a total length of 988 Km, costing ₹67,453 crore falling fully/partly in North Eastern Region (NER) have been sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (in Km)	Length Commissioned upto Mar'26 (in Km)	Exp. upto Mar'26 (₹ in Cr.)
New Lines	08	466	113	35,658
Doubling/Multitracking	05	523	165	3,898
Total	13	988	278	39,556

Recently completed projects:

Projects commissioned falling fully/partly in North East Region, are as under:

S.No.	Project	Cost (₹ in crore)
1	Bairabi - Sairang New Line (51 Km)	8,601
2	Agartala - Sabroom New Line (112 Km)	3,170
3	Agartala - Akhaura New Line (5 Km)	865
4	Rangiya - Murkongselek Gauge Conversion (510 Km)	3,019

5	Kumarghat - Agartala Gauge Conversion (109 Km)	1,242
6	Lumding - Badarpur - Silchar & Badarpur - Kumarghat Gauge Conversion (412 Km)	6,500
7	Lumding - Hojai Doubling (45 Km)	410
8	Digaru - Hojai Doubling (102 Km)	1,873
9	New Bongaigaon - Agthori Doubling (143 Km)	2,048
10	Bogibeel Bridge (46 Km)	5,820

Ongoing Projects:

Some of the main projects falling fully/partly in the North East Region which have been taken up are as under:-

S.No.	Name of the project	Cost (₹ In crore)
1	Jiribam - Imphal New Line (111 Km)	21,886
2	Dimapur - Kohima New Line (82 Km)	15,230
3	Murkongselek - Pasighat New Line (27 Km)	1,249
4	Sivok - Rangpo New Line (44 Km)	11,775
5	Kokrajhar (India) - Gelephu (Bhutan) New Line (69 Km)	3,456
6	Saraighat Bridge Doubling (7 Km)	1,474
7	Kamakhya - Guwahati 3 rd Line (6 Km)	395
8	New Bongaigaon - Goalpara - Guwahati Doubling (176 Km)	4,984
9	Lumding - Furkating Doubling (140 Km)	2,124
10	Furkating - Tinsukia Doubling (194 Km)	3,634

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.

Train Services:

The speed of the train depends upon various factors including the geometry of the track, stoppages enroute, maintenance work in the section etc. Accordingly, passengers carrying train services on Indian Railways are charted at the Maximum Permissible Speed of the respective sections over which the trains are being operated. Besides, speeding of trains is an on-going process on Indian Railways.

Strengthening, upgradation, modernisation and improvement of track infrastructure is a continuous and ongoing process over Indian Railways. The following measures are being taken by Indian Railways to upgrade railway tracks:

- i. Modern track structure consisting of 60 kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.
- ii. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.
- iii. Supply of 260m long rail panels have been increased to avoid welding of joints, thereby improving safety and riding quality
- iv. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.

- v. Adoption of better welding technology for rails i.e. Flash Butt Welding.
- vi. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.
- vii. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.
- viii. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.
- ix. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.
- x. Use of advanced Phased Array technology of testing of rail and welds.
- xi. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.
- xii. Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.
- xiii. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

As a result of above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	2014		2026	
	Track Km	%	Track Km	%
130 & above	5,036	6.3	24,173	22.5
110 - 130	26,409	33.3	62,482	58.1
< 110	47,897	60.4	20,897	19.4
Total	79,342	100	1,07,552	100

Speed potential of Lakhimpur - Murkongselek section and Simaluguri - Moranhat - Dibrugarh section has been upgraded to 100 kmph and 110 kmph respectively.

At present, Dibrugarh - Murkongselek sector is served by 75902/75903 Ledo - Murkongselek DMU.

As the railway network straddles across State boundaries, trains are introduced and stoppages are provided, as per network requirement, across such boundaries. However, Indian Railways constantly endeavours to improve connectivity between stations, Indian Railways introduced new train services including Vande Bharat services, Amrit Bharat services, Rajdhani services, etc. To this end, Indian

Railways, have introduced the following services during the Financial year 2024-25 to 2026-27 (upto June) to facilitate the passengers of stations located in the North Eastern States:

Trains serving Northeastern States:

S.No.	Train No. and Name
1.	14664/14663 Amritsar - New Jalpaiguri Amrit Bharat Express
2.	15649/15650 Agartala - Narangi Express
3.	15675/15676 New Jalpaiguri - Guwahati Express
4.	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
5.	55669/55670 Silchar - Sairang Passenger
6.	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
7.	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
8.	27575/27576 Kamakhya - Howrah Vande Bharat Sleeper Express
9.	15609/15610 Guwahati - Sairang Express
10.	12047/12048 Guwahati - North Lakhimpur Jan Shatabdi Express
11.	15911/15912 Tinsukia - Naharlagun Express
12.	55817/55818 New Bongaigaon - Guwahati Passenger
13.	15609/15610 Guwahati - Sairang Express
14.	13125/13126 Kolkata - Sairang Express via Guwahati
15.	20507/20508 Anand Vihar(T) - Sairang Rajdhani Express via Guwahati
16.	55669/55670 Silchar - Sairang Passenger
17.	15911/15912 Tinsukia - Naharlagun Express
18.	15649/15650 Agartala - Narangi Express

Besides, introduction of new train services, which is an on-going process, depends on various factors which include-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.
