

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 769
ANSWERED ON 24.07.2026

**RAILWAY INFRASTRUCTURE DEVELOPMENT AND CAPACITY ENHANCEMENT
PROJECTS IN GUJARAT**

769 SHRI BABUBHAI JESANGBHAI DESAI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has sanctioned any new railway lines, doubling, electrification, station redevelopment and capacity enhancement projects in Gujarat during the last three years;
- (b) the details of funds allocated, expenditure incurred and physical progress achieved in the State, project-wise;
- (c) whether any proposals are under consideration for improving rail connectivity to industrial corridors, ports, tourist destinations and tribal regions of Gujarat; and
- (d) if so, the details thereof along with the expected timeline for completion?

ANSWER

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

(a) to (d): 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
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	Vishvami-tri-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

Apart from above, for improving rail connectivity to industrial corridors, ports, tourist destinations and tribal regions in the State of Gujarat, following works have been taken up:

SN	Project	Cost (₹ in Cr.)
1	Ahmedabad-Dholera Semi High-Speed Double Line (134 Km)	20,667
2	Bhimnath-Dholera Logistic Hub New Line (23 Km)	446
3	Deshalpar-Luna and Vayor-Lakhpat New Line (145 Km)	2,526
4	Naliya-Jakhau Port New Line (25 Km)	410
5	Devbhumi Dwarka (Okha)- Kanalus Doubling (141 Km)	1,457
6	Rajkot-Kanalus Doubling (111 Km)	1,081

For further improving rail connectivity, 25 surveys (15 New Line and 10 Doubling) covering a total length of 4,161 Km falling fully/partly in the State of Gujarat have been sanctioned in last 3 years i.e. (2023-24, 2024-25, 2025-26) and current Financial Year i.e. 2026-27.

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.

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 Kilometer
Before 2014 (about 60 years)	21,801
2014-2026	48,072

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

Station redevelopment:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface/ provision of platform shelter

- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 88 stations, are located in Gujarat. The names of stations identified for development under Amrit Bharat Station Scheme in Gujarat are as following:

State	No. of Stations	Names of Stations
Gujarat	88	Ahmedabad, Anand, Ankleshwar, Asarva, Bardoli, Bhachau, Bhaktinagar, Bhanvad, Bharuch, Bhatiya, Bhavnagar, Bhestan, Bhildi, Bilimora Jn, Botad Jn., Chandlodia, Chorvad Road, Dabhoi Jn, Dahod, Dakor, Derol, Dhrangadhra, Dwarka, Gandhidham, Godhra Jn, Gondal, Hapa, Himmatnagar, Jam Jodhpur, Jam Wanthali, Jamnagar, Jetalsar jn., Junagadh Jn, Kalol Jn, Kanalus Jn, Karamsad, Keshod, Khambhaliya, Kim, Kosamba Jn, Lakhtar, Limbdi, Limkheda, Mahemadabad Kheda Road, Mahesana Jn, Mahuva, Maninagar, Mithapur, Miyagam Karjan Jn, Morbi, Nadiad Jn, Navsari, New Bhuj, Okha, Paddhari, Palanpur Jn, Palitana, Patan, Porbandar, Pratapnagar, Rajkot Jn, Rajula Jn, Sabarmati BG, Sabarmati MG, Sachin, Samakhiyali, Sanjan, Savarkundla, Sayan, Siddhpur, Sihor Jn., Somnath, Songadh, Surat, Surendranagar, Than, Udhna, Udvarda, Umargaon Road, Unjha, Utran, Vadodara, Vapi, Vatva, Veraval, Viramgam, Vishvamitri Jn., Wankaner

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in Gujarat have been taken up at a good pace. Details of stations completed in Gujarat are as under:

State	No. of Stations	Name of Stations
Gujarat	23	Bhaktinagar, Dakor, Derol, Godhra Junction, Hapa, Jam Jodhpur, Jam Wanthali, Kanalus Junction, Karamsad, Khambhaliya, Kosamba Junction, Limbdi, Mahuva, Mithapur, Morbi, Okha, Palitana, Porbandar, Pratapnagar, Rajula Junction, Samakhiyali, Sihor Junction, Utran

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **New Bhuj station:** The structural work of new station building at main and second entry and air concourse have been completed and finishing works have been taken up. The works of new foot over bridge, through roof, improvement of circulating area at main entry and second entry, new platform shelters, lifts and escalators have been taken up.
- **Kalol Junction station:** The works of new station building at main and second entry, platform shelter, improvement of platform surface, improvement of circulating area and parking have been completed. The works of new 12 m wide foot over bridge, improvement of water booth and entry/ exit gate have been taken up.
- **Mahesana Junction station:** The works of improvement of station building at main entry, new station building at second entry, improvement of circulating area, parking, platform shelter, improvement of platform surface, boundary wall and entry/exit gate have been completed. The works of 12 m wide foot over bridge, improvement of water booth and toilet block have been taken up.
- **Ankleshwar station:** The works of improvement of station building at main entry and second entry, improvement of circulating area, approach road, new platform shelters and parking have been completed. The work of 12 m wide foot over bridge has been taken up.
- **Surendranagar station:** The works of improvement of station building, improvement of circulating area, parking, improvement of platform surface and new platform shelters have been completed. The works of 12 m wide foot over bridge and lifts have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation of railway stations is a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Gujarat is covered under the jurisdiction of two railway zones, namely, North Western Railway and Western Railway. For these zones, an allocation of ₹2,247 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹831 crore has been incurred so far.

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 in the State of Gujarat is as under:

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

The progress of stations in the State of Gujarat is 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)	
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.
