**GOVERNMENT OF INDIA**
**MINISTRY OF RAILWAYS**

**LOK SABHA**
**UNSTARRED QUESTION NO. 1690**
**TO BE ANSWERED ON 30.07.2025**

**PROJECTS UNDER RASHTRIYA RAIL SANRAKSHA KOSH**

**1690. MS IQRA CHOUDHARY:**
**SHRI PUSHPENDRA SAROJ:**

**Will the Minister of RAILWAYS be pleased to state:**

**(a) the details of the status of all the railway projects related to new railway lines, gauge conversions, doubling and electrification of existing railway lines for the Northern, North Central & North Eastern Railway Zones;**

**(b) the details of the status of all the projects under Rashtriya Rail Sanraksha Kosh (RRSK) in the above mentioned three zones;**

**(c) the details of the number of stations in Uttar Pradesh that have been provided Electronic Interlocking System, district-wise;**

**(d) the details of funds allocated, sanctioned and spent for the projects, year-wise; and**

**(e) whether any delays and cost-overruns have been witnessed in the above projects, if so, the details thereof along with the estimated increase in costs and timeline for completion?**

**ANSWER**

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

**(a) to (e): Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments,**

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**Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.**

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

**Entire Broad Gauge Railway lines of Northern Railway, North Central Railway and North Eastern Railway have been electrified.**

**Details of sanctioned Railway infrastructure projects (New Line, Gauge Conversion and Doubling) being executed in North Eastern Railway, North Central Railway and Northern Railway are given below:**

**North Eastern Railway**

**North Eastern Railway zone span across the States of Uttar Pradesh, Bihar and Uttarakhand.**

**As on 01.04.2025, across North Eastern Railway, 17 Railway infrastructure projects (08 New Line, 01 Gauge Conversion and 08 Doubling) of total length 1252 Km, costing approx. ₹20,466 crore are sanctioned, out of which, 354 Km length has been commissioned and an expenditure of approx. ₹10,485 lakh crore has been incurred upto March, 2025. The summary is as under:-**

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| 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 | 8 | 656 | 48 | 4042 |
| Gauge Conversion | 1 | 56 | 0 | 260 |
| Doubling / Multitracking | 8 | 541 | 306 | 6184 |
| Total | 17 | 1252 | 354 | 10485 |

**North Central Railway**

**North Central Railway zone span across the States of Uttar Pradesh, Madhya Pradesh, Rajasthan and Haryana.**

**As on 01.04.2025, across North Central Railway, 18 Railway infrastructure projects (03 Gauge Conversion and 15 Doubling) of total length 1874 Km, costing approx. ₹25,829 crore are sanctioned, out of which, 565 Km length has been commissioned and an expenditure of approx. ₹14,057 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) |
|---|---|---|---|---|
| Gauge Conversion | 3 | 440 | 97 | 2903 |
| Doubling / Multitracking | 15 | 1433 | 468 | 11155 |
| Total | 18 | 1874 | 565 | 14057 |

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**Northern Railway**

**Northern Railway zone span across the States of Punjab, Haryana, Himachal Pradesh, Uttarakhand, Uttar Pradesh, Delhi, Chandigarh, Jammu & Kashmir and Ladakh.**

**As on 01.04.2025, across Northern Railway, 29 Railway infrastructure projects (08 New Line and 21 Doubling) of total length 1169 Km, costing approx. ₹69,731 crore are sanctioned, out of which, 344 Km length has been commissioned and an expenditure of approx. ₹31,625 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 | 8 | 499 | 80 | 28288 |
| Doubling / Multitracking | 21 | 670 | 264 | 3337 |
| Total | 29 | 1169 | 344 | 31625 |

**Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.**

**It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 3 in 2025-26 (upto June).**

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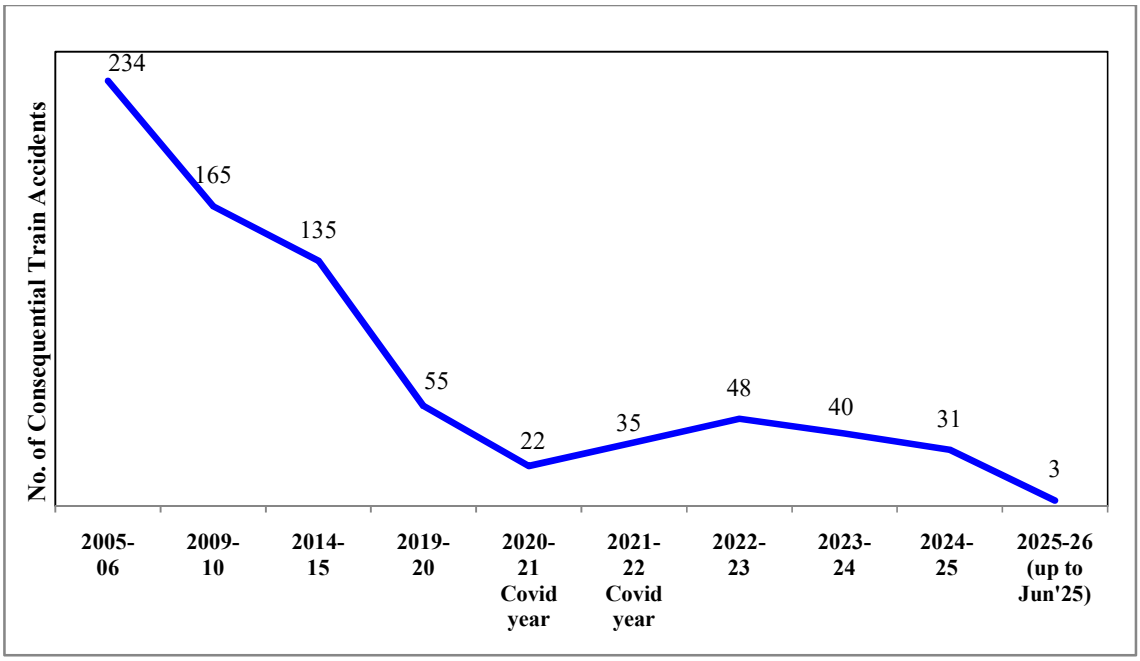
**Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.**




**The various safety measures taken to enhance safety in train operations are as under:-**

1. **On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-**

| Expenditure on Safety related activities (₹ in Cr.) | | | | | |
|---|---|---|---|---|---|
| | 2013-14 (Act.) | 2022-23 (Act.) | 2023-24 (Act.) | RE 2024-25 | BE 2025-26 |
| Maintenance of Permanent Way & Works | 9,172 | 18,115 | 20,322 | 21,800 | 23,316 |
| Maintenance of Motive Power and Rolling Stock | 14,796 | 27,086 | 30,864 | 31,540 | 30,666 |

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| | | | | | |
|---|---|---|---|---|---|
| Maintenance of Machines | 5,406 | 9,828 | 10,772 | 12,112 | 12,880 |
| Road Safety LCs and ROBs/ RUBs | 1,986 | 5,347 | 6,662 | 8,184 | 7,706 |
| Track Renewals | 4,985 | 16,326 | 17,850 | 22,669 | 22,800 |
| Bridge Works | 390 | 1,050 | 1,907 | 2,130 | 2,169 |
| Signal & Telecom Works | 905 | 2,456 | 3,751 | 6,006 | 6,800 |
| Workshops Incl. PUs and Misc. expenditure on Safety | 1,823 | 7,119 | 9,523 | 9,581 | 10,134 |
| Total | 39,463 | 87,327 | 1,01,651 | 1,14,022 | 1,16,470 |

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,635 stations up to 30.06.2025 to reduce accident due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 11,096 level Crossing Gates up to 30.06.2025 for enhancing safety at LC gates.

4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,640 stations up to 30.06.2025.

5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided

progressively in phased manner. Kavach has already been deployed on 1548 RKm on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors (approximately 3000 RKm). Track side works on these routes have been completed on about 2200 RKm as on 30.06.2025. Regular trials are being done on these sections.

6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.

7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.

8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.

9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.

10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.

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11. **Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**

12. **Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.**

13. **Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**

14. **Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**

15. **Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.**

16. **Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**

17. **Patrolling of railway tracks to look out for weld/rail fractures.**

18. **The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**

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19. **Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**

20. **Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.**

21. **Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.**

22. **Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**

23. **Replacement of conventional ICF design coaches with LHB design coaches is being done.**

24. **All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**

25. **Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.**

26. **Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters**

**are provided in every coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.**

**27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.**

**28. Regular counseling and training of staff is undertaken.**

**29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.**

**The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-**

| SN | Item | 2004-05 to 2013-14 | 2014-15 to 2024-25 | 2014-25 Vs. 2004-14 |
|---|---|---|---|---|
| | **Technological improvements** | | | |
| 1. | Use of high-quality rails (60 Kg) (Km) | 57,450 Km | 1.43 Lakh Km | More than 2 times |
| 2. | Longer Rail Panels (260m) (Km) | 9,917 Km | 77,522 Km | Nearly 8 times |
| 3. | Electronic Interlocking (Stations) | 837 Stations | 3,691 Stations | More than 4 times |
| 4. | Fog Pass Safety Devices (Nos.) | As on 31.03.14: 90 Nos. | As on 31.03.25: 25,939 | 288 times |
| 5. | Thick Web Switches (Nos.) | Nil | 28,301 Nos. | |
| | **Better maintenance practices** | | | |
| 1. | Primary Rail Renewal (Track Km) | 32,260 Km | 49,941 Km | 1.5 times |
| 2. | USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.) | 79.43 Lakh | 2 Crore | More than 2 times |
| 3. | Weld failures (Nos.) | In 2013-14: 3699 Nos. | In 2024-25: 370 Nos. | 90 % reduction |
| 4. | Rail fractures (Nos.) | In 2013-14: 2548 Nos. | In 2024-25: 289 Nos. | More than 88% reduction |
| | **Better infrastructure and Rolling stock** | | | |
| 1. | New Track KM added (Track km) | 14,985 Nos. | 34,428 Km | More than 2 times |
| 2. | Flyovers (RoBs)/ Underpasses (RUBs) (Nos.) | 4,148 Nos. | 13,808 Nos. | More than 3 times |
| 3. | Unmanned Level crossings (nos.) on BG | As on 31.03.14: 8948 | As on 31.03.24: Nil (All eliminated by 31.01.19) | Removed |
| 4. | Manufacture of LHB Coaches (Nos.) | 2,337 Nos. | 42,677 | More than 18 times |

**535 stations in Uttar Pradesh have been provided with Electronic Interlocking System.**

**Uttar Pradesh**

**Railway infrastructure projects falling fully/partly in the State of Uttar Pradesh are covered under Northern Railway, North Central Railway, North Eastern Railway, East Central Railway and West Central Railway zones of Indian Railways. Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.**

**As on 01.04.2025, 49 Railway projects (10 New Line, 02 Gauge Conversion and 37 Doubling), of total length of 3,808 Km costing ₹62,360 crore falling fully/partly in the State of Uttar Pradesh are sanctioned, out of which 1,323 Km length has been commissioned and an expenditure of ₹30,611 crore has been incurred upto March 2025.**

**The status of work is summarized as under:-**

| Plan Head | No. of projects | Total Length (in Km) | Length Commissioned (in Km) | Expenditure upto March 2025 (₹in Cr) |
|---|---|---|---|---|
| New Lines | 10 | 1227 | 340 | 10517 |
| Gauge Conversion | 2 | 67 | 0 | 281 |
| Doubling / Multitracking | 37 | 2513 | 983 | 19813 |
| Total | 49 | 3808 | 1323 | 30611 |

**Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Uttar Pradesh is as under:**

| Period | Outlay |
|---|---|
| 2009-14 | ₹1,109 crore/year |
| 2025-26 | ₹19,858 Crore (nearly 18 times) |

**The details of commissioning / laying of new track falling fully/partly in the State of Uttar Pradesh during 2009-14 and 2014-25 is as under :-**

| Period | New Track Commissioned | Average Commissioning of new tracks |
|---|---|---|
| 2009-14 | 996 Km | 199.2 Km/year |
| 2014-25 | 5272 Km | 479.3 km per year (More than 2 times) |

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

| S.No. | Project | Estimated Cost (₹ in Crores) |
|---|---|---|
| 1 | Agra-Etawah New Line(110 km) | 427 |
| 2 | Guna-Gwalior-Bhind-Etawah New Line (348 km) | 683 |
| 3 | Lalitpur Khajuraho/Tikamgarh(Mawai)-Khajuraho sectionNew Line (165 km) | 800 |
| 4 | Etawah-Mainpuri New Line (58 km) | 313 |
| 5 | Ghazipur city-Tarighat New Line (17 km) | 1766 |
| 6 | Gonda-Gorakhpur Loop Gauge Conversion(260 km) | 863 |

| | | |
|---|---|---|
| 7 | Kanpur-Kasganj-Mathura &Kasgan-Bareilly Gauge Conversion (545 km) | 1790 |
| 8 | Kaptanganj-Thawe-Chhapra Gauge Conversion (234 km) | 819 |
| 9 | Bareilly-Pilibhit-Tanakpur Gauge Conversion (102 km) | 313 |
| 10 | Gonda-Bahraich Gauge Conversion (60 km) | 318 |
| 11 | Pilibhit-Shahjahanpur Gauge Conversion (83 km) | 589 |
| 12 | Indara-Dohrighat Gauge Conversion (34 km) | 213 |
| 13 | Lucknow-Pilibhit Gauge Conversion (263 km) | 1634 |
| 14 | Utretia-Zafrabad – Doubling(148 km) | 890 |
| 15 | Bhadoi-Janghai Doubling(31 km) | 168 |
| 16 | Banupur-Panki Doubling (11 km) | 55 |
| 17 | Lahota-Bhadoi Doubling (39 km) | 184 |
| 18 | Aurnihar-Manduadih Doubling (39 km) | 200 |
| 19 | Meerut-Muzaffarnagar Doubling (55 km) | 430 |
| 20 | Ghazipur-Aunrihar Doubling (40 km) | 371 |
| 21 | Phaphamau-PrayagrajDoubling (14 km) | 212 |
| 22 | Muzaffarnagar – Tapri Doubling (52 km) | 525 |
| 23 | Mathura-Palwal Doubling (80 km) | 669 |
| 24 | Utretia-Raibareilly Doubling (66 km) | 662 |
| 25 | Raibareilly-Amethi Doubling (60 km) | 668 |
| 26 | Alamnagar-Utretia Doubling (20 km) | 358 |
| 27 | Bhimsen—Jhansi Doubling (206 km) | 2620 |
| 28 | Bhaupur-Panki Doubling (11 km) | 97 |
| 29 | Ballia-Gazipur city Doubling (65 km) | 650 |
| 30 | Aunrihar-Jaunpur Doubling (60 km) | 405 |
| 31 | Malhaur-Daliganj Doubling (13 km) | 183 |
| 32 | Ruma Chakeri- Chandari Doubling (13 km) | 177 |
| 33 | ChipiyanaBuzurg - Dadri Doubling (12 km) | 129 |
| 34 | Barabanki-Akbarpur Doubling (161 km) | 1700 |

| | | |
|---|---|---|
| 35 | Rosa-Sitapur Cantt-Burhwal Doubling (181 km) | 2094 |
| 36 | Eastern Dedicated Freight Corridor (1756 km) | 51219 |
| 37 | Jaunpur- Akbarpur (Tanda) Doubling (77 km) | 676 |
| 38 | Dailwara-BiraiDoubling (7.55 km) | 77 |
| 39 | Ramna-Singrauli Doubling (160 km) | 2436 |
| 40 | Janghai- PhaphamauDoubling (47 km) | 414 |
| 41 | Varanasi-Madhosingh-PrayagrajDoubling (120 km) | 2018 |
| 42 | Karaila Road- Shaktinagar Doubling (32 km) | 763 |
| 43 | Deoband -Roorkee New Line ( 29 km) | 1289 |

**Some of the projects falling fully/partly in Uttar Pradesh which have been taken up are as under:**

| S.No. | Project | Estimated Cost (₹ in Crores) |
|---|---|---|
| 1 | Chhitauni-Tumkuhi Road New Line( 59 km) | 1731 |
| 2 | Anandnagar-Ghugli New Line ( 53 km) | 958 |
| 3 | Sahjanwa-Dohrighat New Line ( 81 km) | 1320 |
| 4 | Bahraich- Khalilabad New Line ( 240 km) | 4940 |
| 5 | Etah-Kasganj New Line ( 29 km) | 389 |
| 6 | Unchhar-Amethi New Line ( 66 km) | 1229 |
| 7 | Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho New Line ( 541 km) | 8914 |
| 8 | Bahraich-Nanpara-Nepal Ganj Gauge Conversion( 56 km) | 342 |
| 9 | Pandit Deen Dayal Upadhyay -Prayagraj 3rd Line( 150 km) | 2649 |
| 10 | Jhansi-Bina 3rd Line( 153 km) | 2002 |
| 11 | Mathura-Jhansi 3rd Line ( 274 km) | 5924 |
| 12 | Jhansi-Khairar-Manikpur & Khirar-Bhimsen Doubling ( 431 km) | 4330 |

| | | |
|---|---|---|
| 13 | Aligarh Flyover ( 22 km) | 1179 |
| 14 | Agra Fort -Bandikui Doubling ( 150 km) | 988 |
| 15 | Aligarh - Daud Khan 3rd Line ( 18 km) | 452 |
| 16 | Billi- Chunar Doubling( 102 km) | 1424 |
| 17 | Chhapra-Ballia Patch Doubling (65 km) | 1046 |
| 18 | Domingarh-Gorakhpur-Gorakhpur Cantt.-Kusumhi – 3rd Line (21 km) | 508 |
| 19 | Burhwal Gonda 3rd Line( 62 km) | 1118 |
| 20 | Phephna-Indara, Mau-Shahganj Doubling ( 150 km) | 1778 |
| 21 | Bhatni-Aurnihar Doubling (117 Km) | 2529 |
| 22 | Gorakhpur- Valmikinagar Doubling ( 96 km) | 1120 |
| 23 | Utretia-Zafrabad Doubling( 263 km) | 1582 |
| 24 | Janghai-Pratapgarh- Amethi Doubling ( 87 km) | 1197 |
| 25 | Barabanki-Malhaur 3rd and 4th Line (33 km) | 407 |
| 26 | Phaphamau-Unchahahar Doubling (72 km) | 971 |
| 27 | Barabanki-Burhwal 3rd Line (27 Km) | 426 |
| 28 | Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km) | 1508 |

**Completion of Railway project/s depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s 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 speedy approval and implementation of Railway projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) 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. This has led to substantial increase in rate of commissioning since 2014.**

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