

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1727
TO BE ANSWERED ON 30.07.2025**

PM GATI SHAKTI FOR INTEGRATION OF RAILWAY PROJECTS

**†1727. SMT. BHARTI PARDHI:
SHRI OMPRAKASH BHUPALSINH AL/AS PAVAN
RAJENIMBALKAR:
SHRI SHRIRANG APPA CHANDU BARNE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the manner in which has the PM-Gati Shakti National Master Plan has contributed significantly to the integration and speedy completion of railway projects;**
- (b) the details of the measurable improvements observed in project implementation timeline and cost efficiency since its adoption;**
- (c) the details of the current number of pending railway projects across the country and the primary bottlenecks hindering their progress; and**
- (d) the details of the specific strategies being employed to address these bottlenecks and the success achieved so far in this regard, project-wise, particularly in Maharashtra and Madhya Pradesh?**

ANSWER

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

(a) to (d): The PM Gati Shakti National Master Plan (NMP) was launched in October, 2021 to bring a transformative change in the

-:2:-

approach towards planning and execution of infrastructural projects pertaining to the transportation sector. The NMP, spanning across the entire country has brought in synergy between the infrastructural sectors such as railways, shipping, roadways, telecommunications, pipelines, etc. through collaboration amongst concerned Ministries/State Governments/Departments, speeding up the clearances needed for the project completion as well as planning at a faster pace.

Indian Railways has immediately imbibed the principles of Gati Shakti in its project planning process, expediting appraisal, sanction and execution of projects. On ground survey, route alignment, deciding alternative route to avoid passing through forest and wildlife areas, connectivity to ports, mines, collieries is done through PM Gati Shakti Institutional mechanism developed by BISAG-N. This has led to enhancement in the quality of preparation of Detailed Project Report and reduction in project cost.

Now survey of all New Line, Gauge Conversion and Doubling projects are taken up under PM Gati Shakti Institutional mechanism developed by BISAG-N for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency, first and last mile connectivity, throughput enhancement and remove gaps for seamless movement of people, goods/ commodities i.e. agricultural products, fertilizers, coal, iron ore, steel, cement, limestone etc.

Some of the projects which have been have been benefitted immensely from PM Gati Shakti Institutional mechanism are:-

- (i) Taraga Hill- Abu Road via Ambaji New Line (117 km)- Alignment has been finalized avoiding mines and reserved forest;**
- (ii) Indore-Manmad New Line (309 km)- Alignment decided for accessibility to Onion producing hubs, religious places, industrial clusters, backward areas;**
- (iii) Ajanta Caves Rail connectivity from Jalna and Jalgaon (174 km)- Alignment avoiding Archeological Survey of India sites and reserve forest;**
- (iv) Sardega- Bhalamunda New Double Dine (37 km) – Alignment decided to avoid mining area and reaching nearest rail head.**

During last 3 years (2022-23, 2023-24, 2024-25) and current FY, 892 no. Surveys (267 New line, 11 Gauge Conversion and 614 Doubling) of total length 61,462 Km have been sanctioned across Indian Railways and this has been done on PM Gati Shakti National Master Plan.

During last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 237 projects (40 New Line, 17 Gauge Conversion and 180 Doubling) of total length 9,703 Km, costing approx. ₹1,90,333 Crore have been sanctioned across Indian Railways under PM Gatishakti NMP.

-:4:-

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, 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.

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned, out of which, 12,769 Km length has been commissioned and an expenditure of approx. ₹2.91 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	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling / Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

..P/5

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

The details of commissioning / laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.57 Km/day (more than 2 times)

MADHYA PRADESH

Railway infrastructural Projects in the State of Madhya Pradesh are covered by South East Central Railway, West Central Railway, Central Railway, South Central Railway, East Central Railway, North Central Railway and Western Railway.

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

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 59 surveys (17 New Line and 42 Doubling) of total length 5,523 Km falling fully/partly in the state of Madhya Pradesh have been sanctioned under PM Gati Shakti NMP.

As on 01.04.2025, 24 Railway projects (08 New Lines, 02 Gauge Conversion and 14 Doubling), of total length of 4,740 Km costing ₹89,543 crore falling fully/partly in the State of Madhya Pradesh, are sanctioned, out of which 2,092 Km length has been commissioned

-:6:-

and an expenditure of ₹41,401 crore has been incurred upto March 2025. The summary is as under:-

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2025 (₹ in Cr)
New Lines	8	1914	544	15069
Gauge Conversion	2	809	430	6766
Doubling / Multitracking	14	2017	1118	19566
Total	24	4,740	2,092	41,401

Budget allocation for Infrastructure projects and safety works, falling fully/partly in the State of Madhya Pradesh is as under:

Period	Outlay
2009-14	₹632 crore/year
2025-26	₹14,745 crore (More than 23 times)

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-25	2651 Km	241 Km/year (More than 8 times)

..P/7

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

S.No.	Name of Project	Cost (₹ in Crores)
1.	Guna- Etawah New Line (348 Km)	683
2.	Jabalpur-Gondia Gauge Conversion (300 Km)	2005
3.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1512
4.	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1268
5.	Khodri – Anuppur Doubling (62 Km)	489
6.	Itarsi-Budhni 3rd line (25 Km)	286
7.	Bhopal-Bina 3rd line (145 km)	1075
8.	Barkhera-Habibganj 3rd line (41 km)	473
9.	Pendra Road-Anuppur 3rd line (50 Km)	394
10.	Bina-Kota Doubling (283 km)	2477
11.	Nimach-Chittaurgarh Doubling (56 Km)	560
12.	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
13.	Budhni-Barkhera 3rd line (27 Km)	1703
14.	Indore-Ujjain Doubling (79 Km)	757
15.	Anuppur-Katni 3rd line (165 Km)	2311
16.	Ramna-Singrauli doubling (160 Km)	2436
17.	Karaila Road- Shaktinagar Doubling(32 Km)	763

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

S No	Project	Cost (₹ in Crores)
1.	Manmad-Indore New Line (309 Km) (Excluding Dhule-Nardana (51 Km) – Sanctioned separately)	16320
2.	Ramganjmandi-Bhopal New Line (189 Km)	5073
3.	Indore-Budni New Line (198 Km)	7474
4.	Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho New Line (541 Km)	8914
5.	Dahod-Indore New Line (205 Km)	4095
6.	Chhota Udepur-Dhar New Line (147 Km)	1794
7.	Nimach-Badi Sadri New Line (48 Km)	495
8.	Gwalior-Sheopurkalan Gauge Conversion with extension to Kota (284 Km)	2913
9.	Ratlam-Akola Gauge Conversion (525 Km)	6384
10.	Itarsi- Nagpur 3rd line (280 Km)	2450
11.	Jhansi-Bina 3rd line (153 Km)	2002
12.	Mathura-Jhansi 3rd line (274 Km)	5924
13.	Jhansi- Manikpur & Khirar-Bhimsen Doubling (431 Km)	4330
14.	Katni - Bina 3rd line (260 Km)	3138
15.	Katni- Grade separator / Bypass (35 Km)	2300
16.	Katni- Singrauli Doubling (257 Km)	4377
17.	Satna-Rewa Doubling (50 Km)	590
18.	Nimach-Ratlam Doubling (133 Km)	1096
19.	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3285

MAHARASHTRA:

Railway infrastructure projects falling fully/partly in the State of Maharashtra are covered under Central Railway, South Central Railway, South East Central Railway, South Western Railway and Western Railway Zones of Indian Railways.

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 94 surveys (26 New Line, 2 Gauge Conversion and 66 Doubling) of total length 7979 Km falling fully/partly in the state of Maharashtra have been sanctioned under PM Gati Shakti NMP.

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversions and 25 Doubling), of total length of 5,098 Km, costing ₹89,780 crore falling fully/partly in Maharashtra are sanctioned, out of which 2360 km length has been commissioned and an expenditure of ₹39,407 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 Crore)
New Lines	11	1355	234	10504
Gauge Conversion	2	609	334	4286
Doubling / Multitracking	25	3134	1792	24617
Total	38	5098	2360	39407

-:10:-

Budget allocation for Infrastructure projects and safety works, falling fully/ partly in the state of Maharashtra is as under:

Period	Outlay
2009-14	₹1,171 crore/year
2025-26	₹23,778 Cr. (more than 20 times)

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-25	2292 Km	208.36 km per year (Nearly 4 times)

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

S.No.	Project	Cost (₹ in crore)
1	Jabalpur-Gondia including Balaghat-Katangi Gauge Conversion (300 Km)	2005
2	Chhindwara-Nagpur Gauge Conversion (150 Km)	1512
3	Panvel-Pen Doubling (35 Km)	263
4	Panvel-Roha land acquisition Doubling (75 Km)	31
5	Pen-Roha Doubling (40 Km)	330
6	Udhna-Jalgaon Doubling (307 Km)	2448
7	Mudkhed-Parbhani Doubling (81 Km)	673
8	Bhusawal – Jalgaon 3rd Line (24 Km)	325
9	4th line between Jalgaon-Bhusawal Doubling (24 Km)	261
10	Daund-Gulbarga Doubling (225 Km)	3182

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

S.No.	Project	Cost (₹ in crore)
1	Ahmednagar-Beed-Parle Vajjnath New Line (261 Km)	4957
2	Baramati-Lonand New Line (64 Km)	1844
3	Wardha-Nanded (via Yevatmal-Pusood) New Line (284 Km)	3445
4	Dighi Port-Roha New Line (34 Km)	725
5	Solapur-tuljapur-Osmanabad New Line (84 Km)	2933
6	Dhule (Borvihar) - Nardana New Line (51 Km)	1171
7	Kalyan-Murbad via Ulhasnagar New Line (28 Km)	836
8	Manmad-Indore New Line (309 Km)	16321
9	Wadsa-Gadchiroli New Line (52 Km)	1886
10	Ajanta Caves Rail Connectivity from Jalna and Jalgaon New Line (174 Km)	5804
11	Pachora-Jamner with extension upto Malkapur Gauge Conversion (84 Km)	2094
12	Ratlam-Mhow-Khandwa-Akola and MM of Fatehabad-Chandrawati Ganj-Ujjain Gauge Conversion (525 Km)	6384
13	Kalyan-Kasara - 3rd line (68 Km)	1436
14	Wardha(Sewagram)-Nagpur 3rd line (76 Km)	698
15	Wardha-Ballarshah 3rd line (132 Km)	1385
16	Itarsi- Nagpur 3rd line (280 Km)	2450
17	Pune-Miraj-Londa Doubling (466 Km)	6463
18	Daund Manmad Doubling (236 Km)	3037
19	Manmad Jalgaon 3rd line (160 Km)	1677
20	Wardha-Nagpur 4th line (79 Km)	1137
21	Kazipet -Ballarshah - 3rd line(202 Km)	3183

-:12:-

22	Mudkhed - Medchal & Mahbubnagar - Dhone Doubling (417 Km)	4686
23	Rajnandgaon-Nagpur 3rd line (228 Km)	3545
24	Hotgi-Kudgi-Gadag Doubling (284 Km)	2459
25	Aurangabad – Ankai Doubling (98 Km)	961
26	Parbhani- Parli Vaijanath stations Doubling (65 Km)	770
27	Jalgaon-Manmad 4th Line (160 Km)	2574
28	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3285

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.
