

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 553
TO BE ANSWERED ON 23.07.2025**

NEW RAILWAY LINE IN THE COUNTRY

553. SHRI VIJAY KUMAR DUBEY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of survey approved for new railway lines in the country during the last three years and the current year along with the present status thereof, zone/section-wise particularly in the Lok Sabha constituencies of Kushinagara and Gorakhpur;**
- (b) the details of funds allocated and spent on these surveys during the last three years, zone-wise;**
- (c) whether the Railways has sanctioned projects for laying of new railway lines for which surveys have already been completed, if so, the details thereof and if not, the reasons therefor, zone, section-wise; and**
- (d) whether any time-frame has been fixed to reach a final decision on the completed survey reports for laying of new railway lines and if so, the details thereof?**

ANSWER

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

(a) to (d): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise as the Railway' projects may span

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across State boundaries. 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.

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY 2025-26, 267 surveys for New Lines of a total length of 25,740 km have been sanctioned throughout the country including 32 surveys of total length 1,866 km falling fully/partly in Uttar Pradesh including Kushinagar and Gorakhpur.

The expenditure incurred on the surveys across Indian Railways during the last 03 years i.e. FY 2022-23, 2023-24 and 2024-25 is ₹244 Crore.

Similarly, during the 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, including the following projects falling fully/partly in Gorakhpur, Kushinagar:-

- (i) Doubling of Gorakhpur Cantt-Valmikinagar (96 km) has been sanctioned at a cost of ₹1120 crore;**

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- (ii) New Line from Anandnagar- Ghugli (53 km) has been sanctioned at a cost of ₹959 crore;**

Moreover, work has been taken up in Chhitauni – Tamkuhi Road (62.5 Km) New line project recently.

New Line 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, 10 New Lines, covering total length of 1,227 Km costing ₹22,854 crore falling fully/partly in the State of Uttar Pradesh are sanctioned, out of which 340 Km length has been commissioned and an expenditure of ₹10,517 crore has been incurred upto March 2025.

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 Cr. (nearly 18 times)

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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	5,272 Km	479.3 km per year (More than 2 times)

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, 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 due to climatic conditions etc.

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.
