

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 636
TO BE ANSWERED ON 23.07.2025**

CRITICAL INFRASTRUCTURE GAP PROJECTS

636. DR. D. PURANDESWARI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the 25 critical infrastructure gap projects identified in the 2025-26 Budget, their scope, key objectives and expected outcomes across India;**
- (b) the details of the current progress of the sanctioned projects, total budget allocations and the manner in which funds have been utilized for implementation and development of these projects;**
- (c) the details of timelines for completion along with details of the key projects in underserved or strategic areas such as remote regions or border areas out of these sanctioned projects;**
- (d) the details of current status of pending projects under approval, including their expected timeline for sanctioning and commencement, with a focus on regions with infrastructure deficiencies; and**
- (e) the details of the long-term plans of the Government to bridge the remaining infrastructure gaps and ensure completion within the stipulated timeframes?**

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 (including infrastructure gaps) 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, 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. Furthermore, during this period 892 surveys (267 New Line, 11 Gauge Conversion & 614 Doubling) of total length 61,462 Km have been sanctioned.

After firming up of Detailed Project Report, 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 cannot be fixed.

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 Cr)
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

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

The Average Annual Budget allocation for New Line, Gauge Conversion and Doubling Projects across Indian Railways is given below:

Period	Outlay
2009-14	₹11,527 crore/year
2025-26	₹68,785 crore (Nearly 6 times)

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)

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.
