

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 57
TO BE ANSWERED ON 03.12.2025**

BAHRAICH-JARWAL ROAD NEW RAILWAY LINE

†*57. DR. ANAND KUMAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Detailed Project Report (DPR) of the Bahraich-Jarwal Road new railway line has been prepared given the fact that survey work for the said railway line has been completed;**
- (b) if so, the details thereof and if not, the timeline for the completion of DPR of the said project;**
- (c) whether the Government proposes to start the construction work of the said railway line soon, if so, the timeline fixed for the said work;**
- (d) whether the Government has allocated budget for the construction work of the said new railway line in the current financial year; and**
- (e) if so, the details thereof and if not, the timeline fixed for the allocation of budget for the construction work of the said railway line?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. 57 TO BE ANSWERED ON 03.12.2025

(a) to (e): Bahraich and Jarwal Road are already connected via Gonda Junction on the existing railway network. To improve the connectivity, following works have been sanctioned:

S. No.	Project	Length (in Km)
1	Burhwal-Jarwal Road-Gonda Kacheri 4th Line	56
2	Burhwal- Jarwal Road-Gonda 3rd Line	62
3	Barabanki-Burhwal 3rd Line	27
4	Bahraich- Khalilabad New Line	240

Further, to provide direct connectivity, a survey for construction of Bahraich-Jarwal Road new railway line (70 Km) was sanctioned. The survey has been completed and Detailed Project Report (DPR) has been prepared.

After preparation of Detailed Project Report (DPR), 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 depend upon appraisals and approvals by various stakeholders.

Uttar Pradesh

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of 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 Km/year
2014-25	5272 Km	479 Km per year (More than 2 times)

As on 01.04.2025, 49 projects (10 New Line, 02 Gauge Conversion and 37 Doubling) of 3,807 Km length, 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 summary is as under:-

Category	No of sanctioned Projects	Total Length (Km)	Length Commissioned Upto Mar'25 (Km)	Exp upto Mar'25 (Rs. in Cr.)
New Line	10	1227	340	10517
Gauge Conversion	02	67	0	281
Doubling/Multitracking	37	2513	983	19813
Total	49	3807	1323	30611

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

S. No.	Project	Cost (Rs. in Cr.)
1	Domingarh-Gorakhpur-Kusumhi - 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km)	508
2	Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 Km)	342
3	Ballia-Ghazipur city Doubling (65 Km)	650
4	Ghazipur city-Tarighat New Line (17 Km)	1766
5	Gonda-Gorakhpur Loop Gauge Conversion (260 Km)	863
6	Gonda-Bahraich Gauge Conversion (60 Km)	318
7	Barabanki-Akbarpur Doubling (161 Km)	1700
8	Kaptanganj-Thawe-Chhapra Gauge Conversion (234 Km)	819
9	Pilibhit-Shahjahanpur Gauge Conversion (83 Km)	589
10	Indara-Dohrighat Gauge Conversion (34 Km)	213
11	Lucknow-Pilibhit Gauge Conversion (263 Km)	1634
12	Bhadoi-Janghai Doubling (31 Km)	168
13	Lahota-Bhadoi Doubling (39 Km)	184

14	Meerut-Muzaffarnagar Doubling (55 Km)	430
15	Phaphamau-Prayagraj Doubling (14 Km)	212
16	Muzaffarnagar-Tapri Doubling (52 Km)	525
17	Utretia-Raibareilly Doubling (66 Km)	662
18	Raibareilly-Amethi Doubling (60 Km)	668
19	Alamnagar-Utretia Doubling (20 Km)	358
20	Bhimsen—Jhansi Doubling (206 Km)	2620
21	Etawah-Mainpuri New Line (58 Km)	313
22	Malhaur-Daliganj Doubling (13 Km)	183
23	Ruma Chakeri- Chandari 3rd Line (13 Km)	177
24	Bareilly-Pilibhit-Tanakpur Gauge Conversion (102 Km)	313
25	Rosa-Sitapur Cantt-Burhwal Doubling (181 Km)	2094
26	Jaunpur- Akbarpur (Tanda) Doubling (77 Km)	676
27	Ramna- Renukut-Singrauli Doubling (160 Km)	2436
28	Janghai- Phaphamau Doubling (47 Km)	414
29	Varanasi-Madhosingh-Prayagraj Doubling (120 Km)	2018
30	Karaila Road- Shaktinagar Doubling (32 Km)	763
31	Deoband (Muzzafarnagar)-Roorkee (27 Km)	1289
32	Agra-Etawah New Line(110 Km)	427

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

SN.	Project	Cost (Rs. in Cr.)
1	Barabanki-Burhwal 3rd Line (27 Km)	426
2	Burhwal- Gonda Kacheri 4th line (56 Km)	796
3	Burhwal-Gonda 3rd Line (62 Km)	1118
4	Bahraich- Khalilabad New Line (240 Km)	4940
5	Katra-Ayodhya Dham Doubling (10 Km)	466
6	Pt. Deen Dayal Upadhyaya- Prayagraj 3rd Line (150 Km)	2649
7	Billi-Chunar Doubling (102 Km)	1424
8	Chhapra-Ballia Doubling (65 km)	1046
9	Unchhar-Amethi New Line (66 Km)	1229
10	Etah-Kasganj New Line (29 Km)	389
11	Phephna-Indara, Mau-Shahganj Doubling (150 Km)	1778
12	Gorakhpur- Valmikinagar Doubling (96 Km)	1121
13	Varanasi-Pt. Deen Dayal Upadhyaya 3rd and 4th Line (15 Km)	2464

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14	Jhansi-Khairar-Manikpur & Khairar-Bhimsen Doubling (431 Km)	4330
15	Sahjanwa-Dohrighat New Line (81 Km)	1320

In last three years 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 119 surveys (33 New Line, 84 Doubling and 02 Gauge Conversion) covering a total length of 6,414 Km have been sanctioned falling fully/partly in the State of Uttar Pradesh.

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 own 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.