

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1784
TO BE ANSWERED ON 10.12.2025**

RAILWAY PROJECTS IN UTTAR PRADESH

1784. SHRI R K CHAUDHARY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the specific project-wise completion percentage and the revised target date for commissioning for the three largest projects by cost out of the sanctioned 16 New Line projects and 3 Gauge Conversion projects in UP (totaling approximately 1,740 km and 261 km respectively);**
- (b) the number of new ROBs/RUBs commissioned in UP during the last two financial years given the high number of Road Over Bridges (ROBs) and Road Under Bridges (RUBs) sanctioned across Indian Railways;**
- (c) the specific deadline for completing the Overbridge project at the Mohanlalganj crossing (Lucknow-Rae Bareli section);**
- (d) the details of the station-wise status update on the redevelopment of the 157 stations identified in Uttar Pradesh under the Amrit Bharat Station Scheme (ABSS); and**
- (e) the number of railway stations in UP, fully implemented with the One Station One Product (OSOP) scheme?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/Constituency-wise as the Railways'

projects may span 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 operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

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.

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. 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

S. No.	Project	Cost (Rs. in Cr.)
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
14	Jhansi-Khairar-Manikpur & Khairar-Bhimsen Doubling (431 Km)	4330
15	Sahjanwa-Dohrighat New Line (81 Km)	1320

The details of three largest projects falling fully/partly in the State of Uttar Pradesh are:

- 1. Bahraich-Khalilabad via Shravasti, Balrampur, Utraula, Domariyaganj new line project (240 Km) has been sanctioned at a cost of Rs.4940 crore. The project has been notified as “Special Railway Project” for acquisition of land through State Government in January, 2024. Execution of the work has been planned in 3 phases i.e. Khalilabad to Bansi (54 Km), Bansi-Shravasti (113 km) and Shravasti to Bahraich (73 km). Major portion of land acquisition for Khalilabad to Bansi section has been completed and accordingly, work has been taken up. An expenditure of Rs.1067 crore has been incurred upto March 2025 and an outlay of Rs.421 crore has been provided for this project for the year 2025-26.**
- 2. The work on Jhansi-Khairar-Manikpur and Khairar-Bhimsen (431 km) doubling project has been taken up at a cost of Rs. 4330 crore. The project has been notified as “Special Railway Project” for acquisition of land through State Government in Nov, 2022. Approx 67 Ha of land has been acquired out of a total 97 Ha. An expenditure of Rs. 1830 crore has been incurred up to March 2025 and an outlay of Rs. 1416 crore has been provided for for the project the financial year 2025-26. Work have been taken up. 115 Km length has been commissioned.**
- 3. The work on Pt. Deen Dayal Upadhyaya – Prayagraj 3rd line (150 Km) project has been taken up at a cost of Rs. 2649 crore. The project has been notified as “Special Railway Project” for acquisition of land through State Government in May, 2022. Approx 108 Ha of land has been acquired out of a total of 130 Ha. An expenditure of Rs. 1215 crore has been incurred up to March 2025 and an outlay of Rs. 715 crore has been provided for the project the financial year 2025-26. Work have been taken up. 41 Km length has been commissioned.**

In last three years i.e 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.

During 2023-24 to 2024-25, 252 Nos. of ROB/RUB works have been completed in the State of Uttar Pradesh.

As on 01.11.2025, 4689 Nos. ROB/RUB works are sanctioned at a cost of Rs. 1,11,583 crore on Indian Railways which are at various stages of planning and execution.

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- **Improvement of access to station and circulating areas**
- **Integration of station with both sides of city**
- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- **Provision of lift/escalators/ramp**
- **Improvement /Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like 'One Station One Product'**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**

- **Better passenger information systems**
- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.**

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which 157 stations are located in the state of Uttar Pradesh. The name of stations identified for development under Amrit Bharat Station Scheme in the state of Uttar Pradesh are as following:

State	No. of Stations	Name of Stations
Uttar	157	Achnera, Agra Cantt., Agra Fort, Aishbagh Jn, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar Jn., Aonla, Ayodhya Dham Junction, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Balamau Jn., Ballia, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bijnor, Bulandsahar, ChandauliMajhwar, Chandausi, Chilbila, Chitrakutdhamkarwi, Chopan, Chunar Jn., Daliganj, Darshannagar, Deoria Sadar, Dhampur, Dildarnagar, Etawah Jn., Farrukhabad, Fatehabad, Fatehpur, Fatehpur

State	No. of Stations	Name of Stations
Pradesh		Sikri, Firozabad, Gajraula, Garhmuktesar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah Agra Jn, Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj Jn, Kasganj Jn, Kashi, Khalilabad, Khorason road, Khurja Jn., Kosi Kalan, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur Jn, Lambhua, Lohta, Lucknow (Charbagh) NR, Lucknow city, Lucknow Jn. (NER), Maa Belha Devi Pratapgarh Junction, Maghar, Maharaja Bijli Pasi, Mahoba Jn, Mailani Jn, Mainpuri Jn, Malhaur, Manak Nagar, Manikpur Jn, Mariahu, Mathura Jn, Mau Jn, Meerut City Jn, Mirzapur, Modinagar, Mohanlalganj, Moradabad Jn, Muzaffarnagar, Nagina, Najibabad Jn, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit Jn, Pokhrayan, Prayag Jn, Prayagraj Jn, Pt. Deen Dayal Upadhyay Jn , Rae Bareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur Jn, Renukoot, Saharanpur Jn., Salempur, Seohara, Shahganj Jn, Shahjahanpur, Shamli, Shikohabad Jn., Shivpur, Siddharth nagar, Sitapur Jn., Sonbhadra, Sri Krishna Nagar, Sultanpur Jn, Suraimanpur, Swaminarayan Chappia, Takia,

State	No. of Stations	Name of Stations
		Tulsipur, Tundla Jn., Ujhani, Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai Jhansi, Vyasnagar, Zafarabad

Development works at railway stations under Amrit Bharat Station Scheme in the state of Uttar Pradesh have been taken up at a good pace. Till now, works of 22 stations (Ayodhya Dham, Balrampur, Bareilly City, Bijnor, Fatehabad, Fatehpur, Gola Gokarnath, Gomtinagar, Govardhan, Govindpuri, Hathras City, Idgah Agra Jn, Izzatnagar, Mailani, Panki Dham, Pokhrayan, Ramghat Halt, Saharanpur Jn., Siddharth Nagar, Suraimanpur, Swaminarayan Chappia, Ujhani) in the state of Uttar Pradesh have been completed under this scheme.

The works at other stations have also been taken up at good pace and progress of some of above stations is as given below:

- Tulsipur station: The works of improvement of station building, entrance porch, circulating area, parking area, improvement to waiting room, toilet, platform shelter and signages have been completed. The finishing works have been taken up.**
- Gonda station: The works of new station building, dismantling of existing structures and utility shifting have been taken up.**
- Modinagar station: The work of improvement to station building elevation, improvement to waiting area and toilets, 12 m wide Foot Over Bridge, new platform shelters, have been completed and work of minor finishing items of building, platform surfacing, signage, improvement to circulating area and parking have been taken up.**

- **Lucknow (Charbagh) station:** The structural works of the second entry station building, TTE Running Hostel, Store Depot have been completed and masonry work including other finishing works, concourse, Foot Over Bridge, second entry circulating area, main entry external development and platform no. 10/11 works have been taken up.
- **Prayagraj Junction station:** Structural work of second entry side, Rail Mail Service & arrival, parcel & arrival buildings and basement plaza at second entry, Electrical substation have been completed and finishing work of these structures have been taken up. Extension work of Foot Over Bridge no. 2 has been completed. Work of roof plaza and relocated structures have been taken up.
- **Ghaziabad station:** Structural work of station building at main entry side and second entry side, foundation work of Foot Over Bridge, roof plaza, electrical substation at main entry side and second entry side, Magistrate building, Government Railway Police and Railway Protection Force buildings have been taken up.

Further development / redevelopment / upgradation / modernisation of stations including provision of passenger amenities at stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under

Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station wise or state-wise. The state of Uttar Pradesh is covered under the jurisdiction of five railway zones, namely East Central Railway, North Central Railway, Northern Railway, North Eastern Railway and West Central Railway. For these zones, an allocation of ₹ 4,358 crore has been made for the financial year 2025-26, out of which an expenditure (up to October, 2025) of ₹ 2,288 crore has been incurred so far.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, air-port clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

‘One Station One Product’ (OSOP) scheme is a scheme of Ministry of Railways with the objective to promote ‘Vocal for Local’ vision of the Government of India, provide a market for indigenous products and opportunities to railway passengers to experience the rich heritage of India and to buy local/indigenous products. Under this scheme, Indian Railways provide OSOP outlets (fixed stalls/ portable trolleys) at railway stations across the country for showcasing, selling and giving high visibility to indigenous/local products.

As of 05.12.2025, OSOP units have been commissioned on 201 stations of Uttar Pradesh under OSOP scheme.
