

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2940
TO BE ANSWERED ON 17.12.2025**

RAIL CONNECTIVITY IN TRIPURA

2940. SMT. KRITI DEVI DEBBARMAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the measures being taken to improve rail connectivity in Tripura a landlocked State which heavily depends on railways for goods and passenger transport;**
- (b) the details of the step being taken to ensure more resilient and uninterrupted connectivity in light of frequent disruptions due to floods and landslides; and**
- (c) whether the Government considers actively pursuing the alternate arrangement to improve rail connectivity between Agartala and Kolkata through Bangladesh particularly the Agartala-Akhaura Rail Line project and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): Tripura is already connected to Rail network of Indian Railways. To improve rail connectivity to Tripura following projects falling fully/partly in the State of Tripura have been completed:-

-:2:-

S.N.	Name of the Project	Cost (₹ in crore)
1.	Agartala – Sabroom New Line (112 Km)	3170
2.	Lumding – Badarpur – Kumarghat Gauge Conversion (244 Km)	6500
3.	Kumarghat – Agartala New Line (107 Km)	1242

To provide additional railway infrastructure in the State of Tripura, Final Location Surveys (FLS) for Chandranathpur – Agartala doubling (244 Km) and Jirania-Bodhjunga Nagar (14 Km) new line have also been sanctioned for preparation of Detailed Project Report (DPR).

Kolkata and Agartala are already connected through existing railway network via New Farakka, New Jalpaiguri, Guwahati and Lumding.

To provide additional connectivity between Agartala and Kolkata through Bangladesh and encourage trade between the two nations, Agartala-Akhaura (12 km) new line project has been sanctioned. The alignment for Indian side of the project runs from Agartala Railway Station to Nischintpur (5.46 km), which has been commissioned. Further connectivity to Tripura via Bangladesh can improve after upgradation of track in Bangladesh.

North Eastern Region

Budget allocation during the last five years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in North Eastern Region (NER) including the state of Tripura is as under:-

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Period	Outlay
2009-14	₹2,122 crore/year
2025-26	₹10,440 crore (about 5 times)

The details of commissioning/laying of new track falling fully/partly in North Eastern Region (NER) including the state of Tripura during 2009-14 and 2014-2025 is as under:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	333 Km	66.6 Km/year
2014-25	1,840 Km	167.27 Km/year (about 2.5 times)

As on 01.04.2025, 12 Railway projects (08 New Lines, 04 Doubling), of a total length of 777 Km, costing ₹69,342 crore falling fully/partly in North Eastern Region (NER) including the state of Tripura have been sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (in Km)	Length Commissioned upto Mar'25 (in Km)	Exp. upto Mar'25 (₹ in Cr.)
New Lines	08	448	113	38,078
Doubling/Multitracking	04	329	165	3,598
Total	12	777	278	41,676

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Projects commissioned falling fully/partly in North East Region including the state of Tripura since 2014, are as under:

S.No.	Project	Cost (₹ in crore)
1	Agartala - Sabroom new line (112 Km)	3,170
2	Agartala - Akhaura new line (5 Km)	865
3	Rangiya - Murkongselek gauge conversion (510 Km)	3,019
4	Kumarghat - Agartala gauge conversion (109 Km)	1,242
5	Lumding - Badarpur - Silchar & Badarpur - Kumarghat gauge conversion (412 Km)	6,500
6	Lumding - Hojai doubling (45 Km)	410
7	Digarua - Hojai doubling (102 Km)	1,873
8	New Bongaigaon - Agthori doubling (143 Km)	2,048
9	Bogibeel Bridge (92 Km)	5,820

Some of the main projects falling fully/partly in the North East Region including the state of Tripura which have been taken up are as under:-

S.No.	Name of the project	Cost (₹ In crore)
1	Jiribam - Imphal new line (111 Km)	21,886

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-:5:-

2	Dimapur - Kohima new line (82 Km)	15,230
3	Murkongselek - Pasighat new line (27 Km)	1,249
4	New Bongaigaon - Goalpara - Guwahati (Kamakhya) doubling (176 Km)	4,962
5	Saraighat Bridge doubling (7 Km)	1,474
6	Kamkhya Guwahati 3rd line (6 Km)	395
7	Lumding – Furkating doubling (140 Km)	2,124
8	Furkating – Tinsukia doubling (194 Km)	3,634

Further, during the last three years i.e. 2022-23, 2023-24, 2024-25 and the current financial year 2025-26, 18 surveys (14 New Line, and 4 Doubling) of total length 1,804 Km falling fully/ partly in North East Region including the projects in the State of Tripura have been sanctioned.

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

Completion of Railway project/s depends on various factors which include the following:

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- **Land acquisition by State Government**
- **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.**

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- **Substantial increase in allocation of funds.**
- **Delegation of powers at field level.**
- **Close monitoring of progress of project at various levels.**
- **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.**

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