

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 523  
TO BE ANSWERED ON 03.12.2025**

**RAIL PROJECTS IN SHAHDOL**

**†523. SMT HIMADRI SINGH:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the present status of important rail projects (such as new lines, doubling or electrification) passing through the Shahdol Lok Sabha Constituency and their revised completion timelines;**
- (b) the details of the steps being taken by the Government to introduce premium trains like the Vande Bharat Express or roll out new intercity/express trains keeping in view of increasing number of passengers at major stations in the region (such as Shahdol, Anuppur or Umaria);**
- (c) whether any special initiatives such as improvement of signaling and removal of unmanned crossing are being taken by the Government to improve rail connectivity and safety in the Shahdol region especially in tribal areas and if so, the details thereof; and**
- (d) whether there is any plan to develop a new freight corridor or terminal facility to make freight transportation (coal, forest produces etc.) in the region more efficient and increase railway revenue and if so, the details thereof?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (d): Budget allocation in the recent years has increased**

**significantly. Budget allocation for Infrastructure projects and safety works, falling fully/partly in the State of Madhya Pradesh is as under:**

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>₹632 crore/year</b>
<b>2025-26</b>	<b>₹14,745 crore (More than 23 times)</b>

**The details of commissioning/laying of new track falling fully/partly in the State of Madhya Pradesh during 2009-14 and 2014-25 is as under:**

<b>Period</b>	<b>New Track Commissioned</b>	<b>Average Commissioning of new tracks</b>
<b>2009-14</b>	<b>145 Km</b>	<b>29 Km/year</b>
<b>2014-25</b>	<b>2,651 Km</b>	<b>241 Km/year (More than 8 times)</b>

**As on 01.04.2025, 24 Railway projects (08 New Lines, 02 Gauge Conversion and 14 Doubling), of total length of 4,740 Km costing ₹89,543 crore falling fully/partly in the State of Madhya Pradesh including Shahdol Lok Sabha Constituency are sanctioned, out of which 2,092 Km length has been commissioned and an expenditure of ₹41,401 crore has been incurred upto March' 2025. The summary is as under:**

<b>Plan Head</b>	<b>No. of projects</b>	<b>Total Length (in Km)</b>	<b>Length Commissioned (in Km)</b>	<b>Expenditure upto March 2025 (₹ in Cr)</b>
<b>New Lines</b>	<b>8</b>	<b>1,914</b>	<b>544</b>	<b>15,069</b>
<b>Gauge Conversion</b>	<b>2</b>	<b>809</b>	<b>430</b>	<b>6,766</b>
<b>Doubling / Multitracking</b>	<b>14</b>	<b>2,017</b>	<b>1,118</b>	<b>19,566</b>
<b>Total</b>	<b>24</b>	<b>4,740</b>	<b>2,092</b>	<b>41,401</b>

**Details of some of the recently completed projects falling fully/partly in the State of Madhya Pradesh including Shahdol are as under:**

<b>S.No.</b>	<b>Name of Project</b>	<b>Cost (₹ in Crores)</b>
<b>1.</b>	<b>Anuppur-Katni 3rd line (165 Km) (passing through Shahdol constituency)</b>	<b>2,311</b>
<b>2.</b>	<b>Pendra Road-Anuppur 3rd line (50 Km) (passing through Shahdol constituency)</b>	<b>394</b>
<b>3.</b>	<b>Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km) (passing through Shahdol constituency)</b>	<b>792</b>
<b>4.</b>	<b>Bhopal-Bina 3rd line (145 km)</b>	<b>1,075</b>
<b>5.</b>	<b>Bina-Kota Doubling (283 km)</b>	<b>2,477</b>
<b>6.</b>	<b>Jabalpur-Gondia Gauge Conversion including Balaghat-Katangi (300 Km)</b>	<b>2,005</b>
<b>7.</b>	<b>Chhindwara-Nagpur Gauge Conversion (150 Km)</b>	<b>1,512</b>
<b>8.</b>	<b>Chhindwara-Mandla Fort Gauge Conversion (182 Km)</b>	<b>1,268</b>
<b>9.</b>	<b>Ghat Pindari-Balkheda Doubling (6 Km)</b>	<b>29</b>
<b>10.</b>	<b>Guna-Ruthiyai Doubling (20 Km)</b>	<b>175</b>
<b>11.</b>	<b>Jukhei Chord line, Bye Passing the Katni Yard (2 Km)</b>	<b>12</b>
<b>12.</b>	<b>Sontalai-Bagratawa Doubling (7 Km)</b>	<b>110</b>
<b>13.</b>	<b>Itarsi-Budhni 3rd line (25 Km)</b>	<b>286</b>
<b>14.</b>	<b>Teegaon-Chichonda Ghat Section 3rd line (17 Km)</b>	<b>176</b>

<b>S.No.</b>	<b>Name of Project</b>	<b>Latest Cost (₹ in Crores)</b>
<b>15.</b>	<b>Barkhera-Bhopal 3rd line (41 km)</b>	<b>473</b>
<b>16.</b>	<b>Nagda-Ujjain Doubling of Gambhir Bridge (2 Km)</b>	<b>28</b>
<b>17.</b>	<b>Nimach-Chittaurgarh Doubling (56 Km)</b>	<b>560</b>
<b>18.</b>	<b>Budhni-Barkhera 3rd line (27 Km)</b>	<b>1,703</b>
<b>19.</b>	<b>Indore-Dewas-Ujjain Doubling (79 Km)</b>	<b>757</b>
<b>20.</b>	<b>Powerkheda-Jujharpur Rail flyover (16 Km)</b>	<b>443</b>
<b>21.</b>	<b>Guna- Etawah New Line (348 Km)</b>	<b>683</b>
<b>22.</b>	<b>Ramna-Singrauli doubling (160 Km)</b>	<b>2,436</b>
<b>23.</b>	<b>Karaila Road- Shaktinagar Doubling (32 Km)</b>	<b>763</b>
<b>24.</b>	<b>Malkhedi-Mahadeokhedi Doubling (12 Km)</b>	<b>59</b>

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

<b>S. No</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>1.</b>	<b>Shahdol-Singhpur 4th Line (6 Km) (passing through Shahdol constituency)</b>	<b>54</b>
<b>2.</b>	<b>Katni- Grade separator / Bypass (35 Km)</b>	<b>2,300</b>
<b>3.</b>	<b>Katni- Singrauli Doubling (257 Km)</b>	<b>4,377</b>
<b>4.</b>	<b>Lalitpur-Satna, Rewa-Singrauli &amp; Mahoba-Khajuraho New Line (541 Km)</b>	<b>8,914</b>

<b>S. No</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>5.</b>	<b>Ramganjmandi-Bhopal New Line (277 Km)</b>	<b>5,073</b>
<b>6.</b>	<b>Indore-Budni New Line (198 Km)</b>	<b>7,474</b>
<b>7.</b>	<b>Nimach-Badi Sadri New Line (48 Km)</b>	<b>495</b>
<b>8.</b>	<b>Gwalior-Sheopurkalan Gauge Conversion with extension to Kota (284 Km)</b>	<b>2,913</b>
<b>9.</b>	<b>Itarsi- Nagpur 3rd line (280 Km)</b>	<b>2,450</b>
<b>10.</b>	<b>Jhansi-Bina 3rd line (153 Km)</b>	<b>2,002</b>
<b>11.</b>	<b>Mathura-Gwaior-Jhansi 3rd line (274 Km)</b>	<b>5,924</b>
<b>12.</b>	<b>Katni - Bina 3rd line (260 Km)</b>	<b>3,138</b>
<b>13.</b>	<b>Satna-Rewa Doubling (50 Km)</b>	<b>590</b>
<b>14.</b>	<b>Ruthiyai Bye Pass line (3 Km)</b>	<b>54</b>
<b>15.</b>	<b>Guna Bye Pass line (2 Km)</b>	<b>179</b>
<b>16.</b>	<b>Ujjain Fly Over (2 Km)</b>	<b>100</b>
<b>17.</b>	<b>Indore - Manmad New Line (360 Km)</b>	<b>18,529</b>
<b>18.</b>	<b>Bhusawal-Khandwa 3rd &amp; 4th Line (131 Km)</b>	<b>3,285</b>
<b>19.</b>	<b>Dahod-Indore New Line (205 Km)</b>	<b>9,746</b>
<b>20.</b>	<b>Nimach-Ratlam Doubling (133 Km)</b>	<b>1,096</b>
<b>21.</b>	<b>Chhota Udepur-Dhar New Line (147 Km)</b>	<b>1,794</b>
<b>22.</b>	<b>Ratlam-Nagda 3rd and 4th line (41 Km)</b>	<b>964</b>
<b>23.</b>	<b>Vadodara-Ratlam 3rd and 4th line (259 Km)</b>	<b>8,387</b>
<b>24.</b>	<b>Ratlam-Khandwa Gauge Conversion (299 Km)</b>	<b>7,265</b>

<b>S. No</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>25.</b>	<b>Bina-Itarsi 4th Line (237 km)</b>	<b>4,329</b>
<b>26.</b>	<b>Itarsi-Nagpur 4th Line (297 Km)</b>	<b>5,010</b>

**In last three years, 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 61 surveys (18 New Line & 43 Doubling) covering a total length of 5,901 Km has been sanctioned falling fully/partly in the State of Madhya Pradesh.**

**Moreover to improve further connectivity in the State of Madhya Pradesh following major surveys have been taken up:**

<b>S.No.</b>	<b>Name of Project</b>	<b>Length (In Km)</b>
<b>1.</b>	<b>Pendra Road - Shahdol - Katni 4th Line (passing through Shahdol constituency)</b>	<b>201</b>
<b>2.</b>	<b>Nimach-Dahod-Nandurbar New Line</b>	<b>380</b>
<b>3.</b>	<b>Ratlam bypass line</b>	<b>24</b>
<b>4.</b>	<b>Katni-Manikpur 3rd line</b>	<b>176</b>
<b>5.</b>	<b>Dr. Ambedkar Nagar (Indore) – Khandwa Doubling</b>	<b>112</b>
<b>6.</b>	<b>Nagda-Bhopal 3rd &amp; 4th line</b>	<b>240</b>
<b>7.</b>	<b>Katni-Itarsi 3rd Line</b>	<b>336</b>
<b>8.</b>	<b>Katni-Singrauli 3rd and 4th line</b>	<b>251</b>
<b>9.</b>	<b>Nagda Jn - Ramganjmandi Jn. 3rd &amp; 4th Line</b>	<b>153</b>
<b>10.</b>	<b>Khandwa-Itarsi 3rd &amp; 4th line</b>	<b>187</b>

**Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.1% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:**

<b>Period</b>	<b>Route (Kilometer)</b>
<b>Before 2014 (about 60 years)</b>	<b>21,801</b>
<b>2014-25</b>	<b>46,900</b>

**In Madhya Pradesh, entire existing BG network has been electrified including Shahdol Lok Sabha Constituency. Further, all new line/multitracking projects are being sanctioned and constructed with electrification.**

**Introduction of new trains including Vande Bharat train services on any route/section depends on various factors which include:**

- **Capacity of that section**
- **Availability of path**
- **Availability of required rolling stock**
- **Availability of matching infrastructure for rolling stock.**
- **Maintenance requirement of railway tracks and other assets.**

**Accordingly, 70 train services, 74 train services and 46 train services respectively are presently catering to the needs of the passengers of Shahdol, Anuppur and Umaria stations. Besides, introduction of train services, including Vande Bharat service, is an ongoing process on Indian Railways subject to operational feasibility, traffic justification, competing demands etc.**

**To increase the capacity of section, the work of Automatic Signaling System for Anuppur-Shahdol-Umaria-Katni section (166 Rkm) has been sanctioned. Further to improve safety, work of Kavach has been sanctioned in Anuppur-Shahdol-Umaria-Katni section.**

**All Unmanned level crossings (UMLCs) on running lines of Broad Gauge (BG) network of Indian Railways including Shahdol in Madhya Pradesh have been eliminated by 31.01.2019.**

**In-Principle Approval (IPA) have been granted by Bilaspur Division to the GCT proposal near Shahdol i.e. at Ghunguti and Amlai railway stations.**

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

- 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.**

**All these factors affect the completion time and cost of the project/s.**