

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
STARRED QUESTION NO. 477
TO BE ANSWERED ON 25.03.2026**

**INITIATIVES UNDER PM GATI SHAKTI TO STRENGTHEN RAILWAY
NETWORK**

***477. DR. LATA WANKHEDE:
SMT. SHAMBHAVI:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has approved new railway infrastructure projects to enhance capacity, connectivity and operational efficiency particularly in Sagar of Madhya Pradesh; Samastipur, Jamui and Khagaria of Bihar and Rajahmundry of Andhra Pradesh Lok Sabha Constituencies, if so, the details thereof and if not, the reasons therefor;**
- (b) whether these projects include track doubling, multi-tracking or other measures to reduce congestion and improve mobility particularly in Madhya Pradesh, Bihar, Andhra Pradesh, if so, the details thereof and if not, the reasons therefor;**
- (c) whether such initiatives are being implemented under national infrastructure programmes such as PM Gati Shakti to strengthen integrated transport networks, if so, the details thereof and if not, the reasons therefor;**
- (d) whether the Government has assessed the expected benefits of these projects in terms of freight efficiency, passenger convenience and regional economic development, if so, the details thereof and if not, the reasons therefor; and**
- (e) the manner in which these projects are expected to strengthen railway infrastructure, logistics efficiency and overall economic growth in the country?**

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 STARRED QUESTION NO.477 TO BE ANSWERED ON 25.03.2026 IN LOK SABHA

(a) to (e): Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. 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	8.6 Km/day (more than 2 times)

Projects Sanctioned:

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects including port-connectivity (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned. 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 status of projects sanctioned in Madhya Pradesh, Bihar and Andhra Pradesh are as under:

Madhya Pradesh

Railway Budget:

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:

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

Track construction:

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:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-25	2651 Km	241 Km/year (More than 8 times)

Projects sanctioned:

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 ₹89,542 crore falling fully/partly in the State of Madhya Pradesh are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	8	1914	544	15,069
Gauge Conversion	2	809	430	6,766
Doubling / Multitracking	14	2017	1118	19,566
Total	24	4,740	2,093	41,401

Status of major projects falling in Sagar Lok Sabha constituencies of Madhya Pradesh is as under:

Name of Project	Total Length (in Km)	Length Commissioned (in Km)	Status of balance length (in Km)
Katni-Bina 3 rd line	263	• Project commissioned.	-
Jhansi-Bina 3 rd line	153	133 Km commissioned. Sections commissioned: • Jhansi – Jakhlaun (107 km) Dhaura – Agasod (26 Km)	20 Km balance. Works taken up in balance sections Jakhlaun – Dhaura (12 Km) and Agasod – Bina (8 Km)
Itarsi-Bina 4 th line (237 Km)	237	-	Recently sanctioned.

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

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

S.No.	Name of Project	Cost (₹ in Crores)
1.	Anuppur-Katni 3rd line (165 Km)	2,311
2.	Pendra Road-Anuppur 3rd line (50 Km)	394

S.No.	Name of Project	Cost (₹ in Crores)
3.	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
4.	Bhopal-Bina 3rd line (145 km)	1,075
5.	Bina-Kota Doubling (283 km)	2,477
6.	Jabalpur-Gondia Gauge Conversion including Balaghat-Katangi (300 Km)	2,005
7.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
8.	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1,268
9.	Ghat Pindari-Balkheda Doubling (6 Km)	29
10.	Guna-Ruthiyai Doubling (20 Km)	175
11.	Jukhei Chord line, Bye Passing the Katni Yard (2 Km)	12
12.	Sontalai-Bagratawa Doubling (7 Km)	110
13.	Itarsi-Budhni 3rd line (25 Km)	286
14.	Teegaon-Chichonda Ghat Section 3rd line (17 Km)	176
15.	Barkhera-Bhopal 3rd line (41 km)	473
16.	Nagda-Ujjain Doubling of Gambhir Bridge (2 Km)	28
17.	Nimach-Chittaurgarh Doubling (56 Km)	560
18.	Budhni-Barkhera 3rd line (27 Km)	1,703
19.	Indore-Dewas-Ujjain Doubling (79 Km)	757
20.	Powerkheda-Jujharpur Rail flyover (16 Km)	443
21.	Guna- Etawah New Line (348 Km)	683
22.	Ramna-Singrauli doubling (160 Km)	2,436
23.	Karaila Road- Shaktinagar Doubling (32 Km)	763
24.	Malkhedi-Mahadeokhedi Doubling (12 Km)	59

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

S. No	Project	Cost (₹ in Crores)
1.	Shahdol-Singhpur 4th Line (6 Km)	54
2.	Katni- Grade separator / Bypass (35 Km)	2,300
3.	Katni- Singrauli Doubling (257 Km)	4,377
4.	Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho New Line (541 Km)	8,914
5.	Ramganjmandi-Bhopal New Line (277 Km)	5,073

S. No	Project	Cost (₹ in Crores)
6.	Indore-Budni New Line (198 Km)	7,474
7.	Nimach-Badi Sadri New Line (48 Km)	495
8.	Gwalior-Sheopurkalan Gauge Conversion with extension to Kota (284 Km)	2,913
9.	Itarsi- Nagpur 3rd line (280 Km)	2,450
10.	Jhansi-Bina 3rd line (153 Km)	2,002
11.	Mathura-Jhansi 3rd line (274 Km)	5,924
12.	Jhansi-Kairar-Manikpur & Khirar-Bhimsen Doubling (431 Km)	4,330
13.	Satna-Rewa Doubling (50 Km)	590
14.	Ruthiyai Bye Pass line (3 Km)	54
15.	Guna Bye Pass line (2 Km)	179
16.	Ujjain Fly Over (2 Km)	100
17.	Manmad - Indore New Line (360 Km)	18,529
18.	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
19.	Dahod-Indore New Line (205 Km)	9,746
20.	Nimach-Ratlam Doubling (133 Km)	1,096
21.	Chhota Udepur-Dhar New Line (147 Km)	1,794
22.	Ratlam-Nagda 3 rd and 4 th line (41 Km)	964
23.	Vadodara-Ratlam 3 rd and 4 th line (259 Km)	8,387
24.	Ratlam-Khandwa Gauge Conversion (299 Km)	7,265
25.	Bina-Itarsi 4 th Line (237 km)	4,329
26.	Itarsi-Nagpur 4 th Line (297 Km)	5,010

Bihar

Railway Budget:

Budget allocation for Infrastructure projects and safety works, falling fully/partly in the State of Bihar is as under:

Period	Outlay
2009-14	₹1,132 Cr./year
2025-26	₹10,066 Cr. (Nearly 9 times)

Track construction:

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	318 Km	63.6 Km/yr
2014-25	1,899 Km	172.6 Km/yr(More than 2.5 times)

Projects sanctioned:

As on 01.04.2025, 52 projects (31 New Lines, 01 Gauge Conversions and 20 Doubling), of a total length of 4,663 km, costing ₹86,107 crore, falling fully/partly in Bihar, are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	31	2,691	516	16,814
Gauge Conversion	1	69	52	544
Doubling/Multi-tracking	20	1,904	446	11,995
Total	52	4,663	1,014	29,353

Status of major projects falling in Khagaria, Jamui and Samastipur Lok Sabha constituencies of Bihar is as under:

Name of Project	Total Length (in Km)	Length Commissioned (in Km)	Status of balance length (in Km)
Sakri-Hasanpur new line	84	54 Km commissioned. Sections Commissioned: • Sakri-Harnagar (44 Km) • Bithan - Hasanpur Road (10 Km)	30 Km balance. Works taken up in balance section Harnagar - Bithan (30 Km)
Doubling of Samastipur Darbhanga	38	26 Km commissioned. Sections Commissioned: • Samastipur –	12 Km balance. Works taken up in balance section

Name of Project	Total Length (in Km)	Length Commissioned (in Km)	Status of balance length (in Km)
		Rambhadrapur (16 Km) • Thalwara – Darbhanga (10 Km)	Rambhadrapur – Thalwara (12 Km)
Khagaria-Kushweshwarsthan new line	41	19 Km commissioned. Section Commissioned: • Khagaria – Alauli (19 Km)	22 Km balance. • Works taken up in balance section Alauli – Kushweshwarsthan (22 Km)
Jhajha – Batia new line	20	-	• Works taken up

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

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

S.No.	Project	Cost (₹ in Crore)
1	Munger Bridge (19 km)	2,774
2	Kosi Bridge (22 Km)	516
3	Patna Bridge (40 Km)	3,555
4	Hajipur-Bachwara Doubling (72 km)	930
5	Kiul-Gaya Doubling (123 km)	1,200
6	KarotaPatner-Mankatha - Surface triangle (8 km)	129
7	Rampurhat-Mandarhill New Line and Rampurhat-Murarai- 3rd line (160 km)	1,500
8	Jaynagar-Darbhanga-Narkatiaganj and Narkatiaganj-Bhikhna Tori Gauge Conversion (295 Km)	1,193

S.No.	Project	Cost (₹ in Crore)
9	Sakri-Laukaha Bazar-Nirmali & Saharsa-Forbesganj Gauge Conversion (206 Km)	2,113
10	Bakhtiyarpur Flyover (4 Km)	402
11	Katareah-Kursela Patch Doubling incl. bridge on river Kosi (7 km)	222
12	Araria-Galgalia New Line (111 Km)	4, 415

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

S.No.	Project	Cost (₹ in Crore)
1	Sitamarhi-Sheohar New Line (28 Km)	567
2	Sakri-Hasanpur New Line (76 Km)	735
3	Khagaria-Kusheshwarsthan New Line (42 Km)	1,511
4	Neora-Daniawan-Biharsharif-Barbigha-Shekhpora New Line (166 Km)	2,200
5	Koderma-Tilaiya New Line (65 Km)	1,626
6	Hajipur-Sagauli New Line (151 Km)	2,087
7	Araria-Supaul New Line (96 Km)	1,605
8	Vikramshila-Katareah New Line with Bridge over RiverGanga(26 Km)	2,090
9	Pirpanti-Jasidih New Line (97 Km) excluding Hansdiha-Godda New Line (30 Km)	2,140
10	Sonnagar – Patratu multitracking (291 Km)	5,148
11	Samastipur – Darbhanga Doubling (38 Km)	624
12	Rampur Dumra - Tal-Rajendra Pul-Additional bridge and doubling (14 Km)	1,677

S.No.	Project	Cost (₹ in Crore)
13	Sagauli-Valmiknagar Doubling (110 Km)	1,280
14	Muzaffarpur-Sagauli Doubling (101 Km)	1,465
15	Barauni- Bachwara 3rd & 4th line (32 Km)	124
16	Son Nagar – Andal Multi tracking (749 Km)	12,334
17	Bakhtiyarpur-Rajgir-Tilaiya doubling (104 Km)	2,192
18	Bakhtiyarpur-Fatuha 3rd and 4th line (24 Km)	931

Andhra Pradesh

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Andhra Pradesh is as under:

Period	Outlay
2009-2014	₹ 886 Cr./year (including Telangana)
2025-2026	₹ 9,417 Cr. (more than 10 times)

Track construction:

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	363 Km	72.6 Km per year
2014-25	1,582 Km	143.8 Km per year (Nearly 2 times)

Projects sanctioned:

As on 01.04.2025, 39 projects (12 New Line and 27 Doubling), covering a total length of 4,499 Km length, costing ₹70,232 crore, falling fully/partly in the State of Andhra Pradesh, have been sanctioned, out of which 1,178 Km length has been commissioned and an expenditure of ₹28,039 crore has been incurred upto March 2025. The status of the work is summarized as:

Category	No. of projects	Total Length (Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (₹ in Cr.)
New Line	12	1595	199	6,413
Multi-tracking/Doubling	27	2904	979	21,626
Total	39	4,499	1,178	28,039

Rajahmundry constituency is already well connected, being situated on the Kolkata–Chennai main line. Further, to improve mobility in the region, Rail over Road line near Nidadavolu Junction Doubling (10 km) work has been taken up.

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway’s website.

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

S.No.	Name of Project	Cost (₹ in Crores)
1	Vijayawada–Gudivada–Bhimavaram-Narsapur, Gudivada-Machlipatnam & Bhimavaram-Nidadavolu doubling (221 Km)	4,688
2	Guntur-Tenali doubling (24 Km)	205
3	Nandyal-Yerraguntla new line (126 Km)	1,050
4	Jaggayyapeta-Mellacheruvu-Janpahad new line (48 Km)	737

S.No.	Name of Project	Cost (₹ in Crores)
5	Obulavaripalle-Krishnapattnam new line (113 Km)	2,300
6	Vizianagaram-Kottavalsa 3rd line (35 Km)	285
7	Raichur-Guntakal doubling (81 Km)	388
8	Guntakal-Kalluru doubling (41 Km)	410
9	Yelahanka-Penukonda doubling (123 Km)	1,104
10	Gooty-Dharmavaram doubling (90 Km)	1,800

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

S.N	Name of Project	Cost (₹ in Crores)
1	Kotipalli-Narsapur new line (57 Km)	2,120
2	Nadikude-Srikalahasti new line (309 Km)	3,122
3	Rayadurg-Kalyandurg-Tumkur new line (207 Km)	2,496
4	Marikuppam-Kuppam new line (24 Km)	297
5	Malugur-Palسامudram new line (18 Km)	342
6	Malkangiri-Bhadrachalam-Pandurangapuram new line (174 Km)	3,592
7	Errupalem-Amravati-Namburu new line (57 Km)	2,047
8	Kottavalasa-Koraput doubling (189 Km)	2,500
9	Vijayawada-Gudur 3rd line (287 Km)	6,509
10	Guntakal-Guntur doubling (401 Km)	4,306
11	Penukonda-Dharmavarm doubling (42 Km)	308
12	Gooty-Pendekallu doubling (29 Km)	352
13	Duvvada-Simhachalam North 3rd & 4th line (21 Km)	356
14	Kottavalasa-Vizianagram 4th line (35 Km)	493
15	Gudur-Renigunta 3rd line (83 Km)	877
16	Nergundi-Palasa-Vizianagaram 3rd line (385 Km)	4,963

Station Redevelopment:

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, 1,338 stations have been identified for development under Amrit Bharat Station Scheme. Out of these, 80 stations are located in Madhya Pradesh, 98 stations are located in Bihar and 73 stations are located in Andhra Pradesh. Details of the stations identified for development in the referred constituencies are as following:

Lok Sabha Constituencies	Number of Stations	Names of Stations
Sagar	02	Bina, Saugor
Samastipur	01	Samastipur
Jamui	02	Jamui, Simutala
Khagaria	04	Khagaria Junction, Maheshkhunt, Mansi Junction, Simri Bakhtiyarpur
Rajahmundry	03	Anaparthi, Nidadavolu Junction, Rajahmundry

The names of stations identified for development under Amrit Bharat Station Scheme in Madhya Pradesh, Bihar and Andhra Pradesh are as following:

State	No. of Stations	Names of Stations
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, Biyavra Rajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn,

		<p>Jabalpur, Junnor Deo, Kareli, Katni Jn, KatniMurwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram, Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot</p>
Bihar	98	<p>Anugraha Narayan Road, Ara, Arariya Court, Bakhtiyarpur, Banka, Banmankhi, Bapudham Motihari, Barahiya, Barauni, Barh, Barsoi Jn, Begusarai, Bettiah, Bhabua Road, Bhagalpur, Bhagwanpur, Bihar Sharif, Bihiya, Bikramganj, Buxar, Chakia, Chausa, Chhapra, Dalsingh Sarai, Darbhanga, Dauram Madhepura, Dehri On Sone, Dholi, Dighwara, Dumraon, Durgauti, Ekma, Fatuha, Gaya, Ghorasahan, Guraru, Hajipur Jn, Jamalpur Jn, Jamui, Janakpur Road, Jaynagar, Jehanabad, Jhanjharpur, Kahalgaon, Karhagola Road, Katihar Jn, Khagaria Jn, Kishanganj, Kudra, Labha, Laheria Sarai, Lakhminia, Luckeesarai Jn, Madhubani, Maheshkhunt, Mairwa, Mansi Jn, Masrakh, Mokama, Motipur, Munger (Monghyr), Muzaffarpur Jn, Nabinagar Road, Narkatiaganj Jn, Naugachia, Nawadah, Paharpur, Patliputra, Patna Jn, Piro, Pirpainti, Rafiganj, Raghunathpur., Rajendra Nagar Terminal (Patna), Rajgir, Ram Dayalu Nagar, Raxaul, Sabaur,</p>

		Sagauli, Saharsa, Sahibpur Kamal, Sakri, Salauna, Salmari, Samastipur, Sasaram, Shahpur Patoree, Shivanarayanpur, Simri Bakhtiyarpur, Simultala, Sitamarhi, Siwan, Sonpur Jn., Sultanganj, Supaul, Taregna, Thakurganj, Thawe
Andhra Pradesh	73	Adoni, Anakapalle, Anantapur, Anaparthi, Araku, Bapatla, Bhimavaram Town, Bobbili Jn, Chipurupalli, Chirala, Chittoor, Cuddapah, Cumbum, Dharmavaram, Dhone, Donakonda, Duvvada, Elamanchili, Eluru, Giddalur, Gooty, Gudivada , Gudur, Gunadala , Guntur, Hindupur, Ichchpuram, Kadiri, Kakinada Town Jn, Kottavalasa Jn, Kuppam, Kurnool city, Macherla, Machilipatnam, Madanapalle Road, Mangalagiri, Mantralayam Road, Markapur Road, Nadikude Jn, Nandyal Jn, Narasapur, Narasaraopet, Naupada Jn, Nellore, Nidadavolu Jn, Ongole, Pakala Jn, Palasa, Parvatipuram, Piduguralla, Piler, Rajahmundry, Rajampet, Rayanapadu, Renigunta, Repalle, Samalkot, Sattenapalle, Satya Sai Prashanti Nilayan, Simhachalam, Singaraykonda, Sri Kalahasti, Srikakulam Road, Sullurpeta, Tadepalligudem, Tadipatri, Tenali , Tirupati, Tuni, Vijayawada, Vinukonda, Vishakhapatnam, Vizianagaram Jn

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Madhya Pradesh, Bihar and Andhra Pradesh have been taken up at a good pace. Till now, 15 stations in Madhya Pradesh, 02 stations in Bihar and 06 stations in Andhra Pradesh have been completed. The

name of stations completed in Madhya Pradesh, Bihar and Andhra Pradesh are as following:

State	No. of stations	Name of stations
Madhya Pradesh	15	Beohari, Bhind, Chhindwara, Harpalpur, Junnor Deo, Katni South, MCS Chhatarpur, NainpurJn, Narmadapuram, Orchha, Sanchi, Seoni, Shajapur, Shridham, Vidisha
Bihar	02	Pirpainti, Thawe
Andhra Pradesh	06	Kakinada Town Jn,Nidadavolu Jn.,Mangalagiri, Rayanapadu, Sullurpeta, Tuni

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Saugor station: The works of improvement of station building, new entry and exit porches, platform raising and surfacing of platform no. 1, improvement of waiting hall, new toilet block and Divyangjans facilities have been completed. The works of circulating area, parking and 12 m Foot Over Bridge have been taken up.**
- **At Bina station, high level platform, platform shelter, enquiry counter, retiring room, cloak room, waiting hall, lift, Foot Over Bridge etc. amenities are available. The works of platform shelter, lift at platform no. 4/5, seating arrangement and Divyangjan water booths have been completed in recent years. Further, Bina station has been identified for development under Amrit Bharat Station Scheme which includes works of new station building, porch, air concourse, improvement of existing platforms, parking, lift, escalator and Foot Over Bridge.**

- **Samastipur station: The works of new station building at second entry, improvement of existing waiting hall, toilet and circulating area have been taken up.**
- **Khagaria Junction station: The structural work of new station building till second floor, raising and extension of platform no. 2/3 have been completed. The works of new entrance porch, new platform shelter, circulating area and 12 m Foot Over Bridge have been taken up.**
- **Maheshkhunt station: The works of erection of canopy structure in front of station building and widening of approach road have been completed. The works of improvement of station building, platform shelter, circulating area, parking and boundary wall have been taken up.**
- **Mansi Junction station: The structural work of new station building till second floor has been completed. The works of new platform shelter, circulating area and 12 m Foot Over Bridge have been taken up.**
- **Simri Bakhtiyarpur station: The works of new station building, platform shelter, circulating area and parking have been completed. The work of 12 m Foot Over Bridge has been taken up.**

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.

Madhya Pradesh is covered under the jurisdiction of seven railway zones, namely Central Railway, East Central Railway, North Central Railway, South Central Railway, South East Central Railway, West Central Railway and Western Railway. For these zones, an allocation (Revised Estimate) of ₹ 5,801 crore has been made for the financial year 2025–26, out of which an expenditure of ₹ 5,681 crore (up to February, 2026) has been incurred so far.

Bihar is covered under the jurisdiction of four railway zones, namely Eastern Railway, Northeast Frontier Railway, North Eastern Railway and East Central Railway. For these zones, an allocation (Revised Estimate) of ₹ 1,828 crore has been made for the financial year 2025–26, out of which an expenditure of ₹ 1,793 crore (up to February, 2026) has been incurred so far.

Andhra Pradesh is covered under the jurisdiction of four railway zones, namely East Coast Railway, Southern Railway, South Central Railway and South Western Railway. For these zones, an allocation (Revised Estimate) of ₹ 3,481 crore has been made for the financial year 2025–26, out of which an expenditure of ₹ 3,393 crore (up to February, 2026) has been incurred so far.

Road Over Bridges (ROBs)/Road Under Bridges(RUBs)

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto Jan'26)	14,024 Nos.

As on 01.02.2026, 4,802 Nos. ROBs/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways which are at various stages of planning and execution. The Lok Sabha constituency-wise list of works taken up is as under:

S.No	Constituency	Total ongoing works of ROBs & RUBs	Total cost (₹ in crore)
1.	Khagaria	8	447
2.	Samastipur	6	464
3.	Sagar	16	641
4.	Jamui	3	87
5.	Rajahmundry	10	602

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.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**

The launch of PM Gati Shakti National Master Plan (NMP) has brought transformative approach in planning and execution of infrastructural transportation projects. The NMP, spanning across the entire country has brought in synergy between the infrastructural sectors such as railways, shipping, roadways, telecommunications, pipelines, etc. through collaboration amongst concerned Ministries/State Governments/Departments, speeding up the clearances needed for the project completion as well as planning at a faster pace.

Indian Railways has immediately imbibed the principles of Gati Shakti in its project planning process, expediting appraisal, sanction and execution of projects. On ground survey, route alignment, deciding alternative route to avoid passing through forest and wildlife areas, connectivity to ports, mines, collieries is done through PM Gati Shakti Institutional mechanism developed by BISAG-N. This has led to enhancement in the quality of preparation of Detailed Project Report and reduction in project cost.

Now survey of all New Line, Gauge Conversion and Doubling projects are taken up under PM Gati Shakti Institutional mechanism developed by

BISAG-N for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency, first and last mile connectivity, throughput enhancement and remove gaps for seamless movement of people, goods/ commodities i.e. agricultural products, fertilizers, coal, iron ore, steel, cement, limestone etc.

Railway Infrastructure projects enable socio-economic development of the region including:

- **Better connectivity of the region with other parts of the country**
- **Faster movement of goods and services**
- **Improving logistics efficiency and reduction in transportation cost.**
- **Enhance line capacity**
- **Increase in direct and indirect employment opportunities for the people of the region**
- **Reduced operational bottlenecks**
- **Development of tourism industry and increase in industrial activities in the region.**

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.
