

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
STARRED QUESTION NO. 526
TO BE ANSWERED ON 01.04.2026**

NATIONAL RAIL PLAN

***526. SHRI THARANIVENTHAN M S:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the objectives and features of the National Rail Plan;**
- (b) the details of the total estimated cost of implementing the plan and the funds allocated/utilised till date under it;**
- (c) the details of major projects, including new rail corridors/track doubling/electrification/capacity enhancement proposed under the plan;**
- (d) the details of the progress made till date in achieving the targets set under the plan to increase the share of freight transport by rail under the Railway network; and**
- (e) the details of the steps taken by the Government to ensure timely implementation of the projects envisaged under the National Rail Plan and their expected impact on economic growth, logistics efficiency and regional connectivity across the country including Tamil Nadu?**

ANSWER

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

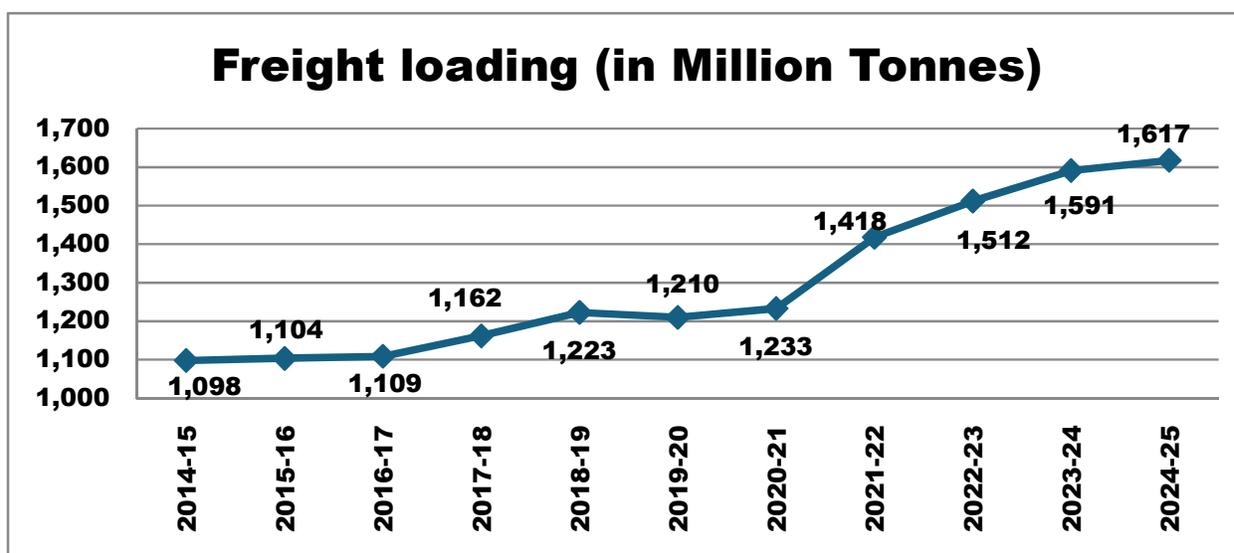
(SHRI ASHWINI VAISHNAW)

(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.526 TO BE ANSWERED ON 01.04.2026 IN LOK SABHA

(a) to (e): Indian Railway has taken several measures during the last few years to enhance the freight loading and revenue. To increase the capacity, plan has been made for capacity enhancement, rolling stock augmentation etc. Freight loading since 2014 is as below:

| Year | Freight loading (in Million Tonnes) |
|----------------|--|
| 2014-15 | 1,098 |
| 2015-16 | 1,104 |
| 2016-17 | 1,109 |
| 2017-18 | 1,162 |
| 2018-19 | 1,223 |
| 2019-20 | 1,210 |
| 2020-21 | 1,233 |
| 2021-22 | 1,418 |
| 2022-23 | 1,512 |
| 2023-24 | 1,591 |
| 2024-25 | 1,617 |



The freight loading of Indian Railways has increased to 1,617 MT in 2024-25 thus IR has become the second largest freight carrying Railways in the world.

Budget allocation and Network Expansion:

The Budget allocation has been increased from ₹29,055 Cr in 2013-14 to ₹2,78,000 Cr in 2026-27. 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) |

As on 01.04.2025, across Indian Railways, 431 railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling projects) of total length 35,966 km, costing approximately ₹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 and year-wise details of all railway projects are available in the public domain on the Indian Railways website.

During last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY 2025-26, 306 projects (53 New Line, 17 Gauge Conversion and 236 Doubling) of total length 13,968 Km have been sanctioned across Indian Railways.

Some of the Projects recently completed are as follows:

| SN | Name of project | Length (in Kms) |
|-----------|--|----------------------------|
| 1 | Udhampur- Srinagar- Baramulla new line | 272 |
| 2 | Bhairabi - Sairang New Line | 51 |
| 3 | Deoband - Roorkee New Line | 27 |
| 4 | Churu - Ratangarh Doubling | 43 |
| 5 | Tori-Shivpur 3rd Line | 44 |
| 6 | Araria - Galgalia New Line | 110 |
| 7 | Himmatnagar - Khedbrahma Guage Conversion | 55 |
| 8 | Bahraich- Nanpara -Nepalganj Guage Conversion | 56 |
| 9 | Domingarh- Gorakhpur -Kusumi 3rd Line & Gorakhpur - Nakaha Doubling | 21 |
| 10 | Vijapur - Ambaliyan Guage Conversion | 43 |
| 11 | Pune- Miraj -Londa Doubling | 467 |
| 12 | Manmad - Jalgaon 3rd Line | 160 |
| 13 | Phephna -Indara- Mau -Shahganj Doubling | 150 |
| 14 | Adraj -Moti -Vijapur Guage Conversion | 40 |
| 15 | Katni -Bina 3rd Line | 279 |
| 16 | Gandhidham- Adipur Quadrupling | 21 |
| 17 | Khatuwas - Narnaul Doubling | 24 |
| 18 | Penukonda- Dharmavaram Doubling | 42 |

Some of the major projects sanctioned are as follows:

| SN | Project Name | Cost (₹ in Crore) |
|-----------|---|----------------------------------|
| 1 | Chopan – Chunar doubling (102 Km) | 1,553 |
| 2 | Guntur – Bibinagar doubling (239 Km) | 3,238 |
| 3 | Mudkhed – Medchal & Mahbubnagar – Dhone doubling (418 Km) | 5,655 |
| 4 | Samakhiali – Gandhidham Quadrupling (53 Km) | 1,571 |
| 5 | Merta City – Ras & Bypass at Merta Road new line (56 Km) | 1,038 |
| 6 | Lumding – Furkating doubling (140 Km) | 2,334 |
| 7 | Ajmer – Chanderiya doubling (178 Km) | 1,813 |
| 8 | Motumari – Vishnupuram with RoR doubling (100 Km) | 1,746 |
| 9 | Bikramshila – Katareah new line with new bridge on river ganga (26 Km) | 2,549 |
| 10 | Gunupur – Therubali new line (74 Km) | 1,326 |
| 11 | Malkangiri – Pandurangapuram new line (174 Km) | 4,109 |
| 12 | Badampahar – Kendujhargarh new line (82 Km) | 2,106 |
| 13 | Junagarh – Nabarangpur new line (116 Km) | 3,274 |
| 14 | Buramara – Chakulia new line (60 Km) | 1,639 |
| 15 | Jalna – Jalgaon new line (174 Km) | 7,105 |
| 16 | Bangriposi – Gorumahisani new line (86 Km) | 2,549 |
| 17 | Chandil – Anara – Damodar 3rd line (121 Km) | 2,170 |
| 18 | Bargarh Road – Nawapara Road new line (138 Km) | 2,926 |
| 19 | Sardega – Bhalumuda new double line (37 Km) | 1,360 |
| 20 | Varanasi – Pt. Deen Dayal Upadhyaya Multitracking with rail cum road bridge on river ganga (15 Km) | 2,642 |
| 21 | Jalgaon – Manmad 4th line (160 Km) | 2,773 |
| 22 | Bhusawal – Khandwa 3rd & 4th line (131 Km) | 3,514 |

| SN | Project Name | Cost (₹ in Crore) |
|-----------|--|----------------------------------|
| 23 | Sambalpur – Jarapada 3rd & 4th line (127 Km) | 3,916 |
| 24 | Jharsuguda – Sason 3rd & 4th line (35 Km) | 1,181 |
| 25 | Gondia – Ballarshah doubling (240 Km) | 4,819 |
| 26 | Kharsia – Naya Raipur – Parmalkasa 5th & 6th line (278 Km) | 8,741 |
| 27 | Wardha – Balharshah Quadrupling (135 Km) | 2,381 |
| 28 | Ballari – Chikjajur doubling (185 Km) | 3,342 |
| 29 | Koderma – Barkakana doubling (133 Km) | 3,063 |
| 30 | Itarsi – Nagpur 4th line (297 Km) | 5,451 |
| 31 | Dangoaposi – Jaroli 3rd & 4th line (43 Km) | 1,752 |
| 32 | Secunderabad – Wadi 3rd & 4th line (173 Km) | 5,012 |
| 33 | Furkating – New Tinsukia doubling (194 Km) | 3,634 |
| 34 | Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km) | 2,192 |
| 35 | Gondia – Dongargarh 4th line (84 Km) | 2,223 |
| 36 | Wardha – Bhusawal 3rd & 4th line (314 Km) | 9,197 |
| 37 | Hosapete – Bellary quadrupling (65 Km) | 2,372 |
| 38 | Kasara – Manmad 3rd & 4th line (131 Km) | 10,154 |
| 39 | Punarakh – Kiul 3rd & 4th line (50 Km) | 2,668 |
| 40 | Gamharia – Chandil 3rd & 4th line (55 Km) | 1,168 |
| 41 | Sainthia- Pakhur 4th Line (81 Km) | 1,569 |
| 42 | Santragachi- Kharagpur 4th line (111 Km) | 2,905 |
| 43 | Nergundi – Barang &Khurda Road – Vizianagaram 3rd line (385 Km) | 5,618 |
| 44 | Son Nagar – Andal 3rd and 4th Line (375 Km) | 13,606 |
| 45 | Gorakhpur Cantt – Valmiki Nagar doubling (96 Km) | 1,270 |
| 46 | Jaipur – Sawai Madhopur doubling (131 Km) | 1,269 |

| SN | Project Name | Cost (₹ in Crore) |
|-----------|---|----------------------------------|
| 47 | Luni – Samdari – Bhildi doubling (272 Km) | 3,531 |
| 48 | Narkatiaganj – Raxaul – Sitamarhi – Darbhanga & Sitamarhi – Muzaffarpur doubling (256 Km) | 4,553 |
| 49 | Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km) | 1,640 |
| 50 | Tirupati – Pakala – Katpadi doubling (104 Km) | 1,332 |
| 51 | Ratlam – Nagda 3rd and 4th line (41 Km) | 1,018 |
| 52 | Aluabari Road – New Jalpaiguri 3rd & 4th line (57 Km) | 1,786 |
| 53 | Aurangabad (Chhatrapati Sambhajanagar) – Parbhani (177 Km) | 2,179 |
| 54 | Bhagalpur – Dumka – Rampurhat doubling (177 Km) | 3,169 |
| 55 | Itarsi – Bina 4th line (237 Km) | 4,329 |
| 56 | Vadodara – Ratlam 3rd & 4th line (259 Km) | 8,885 |
| 57 | Devbhumi Dwarka (Okha) – Kanalus doubling (141 Km) | 1,457 |
| 58 | Badlapur – Karjat 3rd and 4th line (32 Km) | 1,324 |
| 59 | Delhi – Ambala Cantt 3rd & 4th line (194 Km) | 5,983 |
| 60 | Gondia – Jabalpur doubling (231 Km) | 5,236 |
| 61 | Manmad – Indore new line (360 Km) | 18,529 |
| 62 | Errupelam – Amaravati – Nambur new line (57 Km) | 2,245 |
| 63 | Vadhavan Port and New Palghar station new double line (22 Km) | 1,507 |
| 64 | Deshalpar – Hajipur – Luna and Vayor – Lakhpat new line (145 Km) | 2,526 |

Dedicated Freight Corridors (DFC):

Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight

Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on EDFC has been completed and commissioned. In WDFC, 1404 Rkm out of total 1506 Rkm has been completed and commissioned. The balance work on WDFC from Vaitarna-JNPT section (102 Rkm) is in the advanced stage.

Further, during Budget 2026-27, new DFC corridor between Dankuni and Surat has also been announced.

Railway Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified and electrification for remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:

| Period | Route Kilometer Electrified |
|--------------------|------------------------------------|
| Before 2014 | 21,801 km |
| 2014-25 | 46,900 km |

Freight Development Initiative:

In order to boost investment from industry in development of additional terminals for handling rail cargos, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. The Gati Shakti Cargo Terminals (GCTs) are being developed by private investment, and can be developed on non-Railway land or fully / partially on Railway land. The location of GCTs is being decided on the basis of demand from industry and potential of Cargo traffic. So far, 128 GCTs have been commissioned (includes 4 in Tamil Nadu) with an estimated traffic capacity of 198 million tonnes per annum (MTPA). Further, In-principle approval (IPAs) for 292 more GCT locations (includes 11 locations in Tamil Nadu) have already been approved.

Procurement of Wagons and Locomotives:

To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.

Industry participation in investment in General Purpose Wagons, Special Purpose/High-Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc. By the FY 2024-25, around 240 rakes of special purpose wagons, 374 rakes of general-purpose, wagons and 48 rakes of automobile wagons have been inducted.

Further, Indian Railway has taken various steps to promote the improvement of freight segment through freight rationalization, adoption of various freight incentive schemes for transportation of bulk and small cargo & various concession and services.

Projects in Tamil Nadu:

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

| Period | Outlay |
|----------------|---|
| 2009-14 | ₹879 crore/year |
| 2025-26 | ₹6,626 crore (more than 7.5 times) |

As on 01.04.2025, 15 projects (09 new line, 03 gauge conversion and 03 doubling) of 1,700 km length, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned.

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

| SN | Project | Cost (₹in Crores) |
|-----------|--|------------------------------|
| 1 | Dindigul-Palani-Pollachi gauge conversion (121 km) | 610 |
| 2 | Pollachi-Palghat gauge conversion (56 km) | 350 |
| 3 | Pollachi-Podhanur gauge conversion (40 km) | 400 |
| 4 | Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km) | 1,122 |
| 5 | Mayiladuturai-Thiruvarur-Karaikkudi gauge conversion (187 km) | 1,338 |
| 6 | Madurai-Bodiyakannur gauge conversion (90 km) | 593 |
| 7 | Chengalpattu-Villupuram doubling (102 km) | 670 |
| 8 | Tiruvallur-Arakkonam 4th line (27 km) | 83 |
| 9 | Chennai Central-Basin Bridge doubling (2 km) | 31 |
| 10 | Thanjavur-Ponmalai doubling (48 km) | 370 |
| 11 | Villupuram-Dindigul doubling (273 km) | 2,000 |
| 12 | Chennai Beach-Korukkupet 3rd line (5 km) | 168 |
| 13 | Chennai Beach-Attipattu 4th line (22 km) | 293 |
| 14 | Omalur-Metturdam Patch doubling (29 km) | 327 |
| 15 | Chengalpattu-Villupuram and Tambaram-Chengalpattu-3rd line (133 km) | 1,122 |
| 16 | Salem-Magnesite Junction-Omalur doubling (11 km) | 115 |
| 17 | Madurai- Maniyachi-Tuticorin doubling (160 km) | 1,891 |
| 18 | Maniyachi-Nagercoil doubling (102 km) | 1,752 |
| 19 | Chennai Beach-Chennai Egmore doubling (4 km) | 272 |
| 20 | Karaikal-Peralam new line (23 km) | 373 |
| 21 | Northern End Port connectivity to Karaikal Port (1 km) | 18 |

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

| SN | Project | Cost (₹ in Crores) |
|-----------|--|-------------------------------|
| 1 | Tindivanam-Nagari new line (184 km) | 3,631 |
| 2 | Morappur-Dharmapuri new line (36 km) | 359 |
| 3 | Nagapattinam-Tiruturaipundi new line (43 km) | 742 |
| 4 | Trivandrum-Kanyakumari doubling (87 km) | 3,785 |
| 5 | Arakkonam yard 3rd & 4th line (6 km) | 98 |
| 6 | Perambur - Ambattur 5th & 6th lines (6 Km) | 178 |
| 7 | Irugur-Podanur doubling (11 Km) | 277 |
| 8 | Tambaram-Chengalpattu 4th Line (30 km) | 757 |
| 9 | Attipattu-Gummidipundi 3rd & 4th line (23 km) | 375 |
| 10 | Tirupati-Pakala-Katpadi doubling (105 km) | 1332 |
| 11 | Tindivanam-Gingee-Tiruvannamalai New Line (71 Km) | 1400 |
| 12 | Atipattu – Puttur New Line (88 Km) | 1700 |
| 13 | Chennai – Cuddalore via Mahabalipuram New Line (179 Km) | 2670 |

Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

| | |
|---|-----------------------|
| Total Land required for Projects in Tamil Nadu | 4,326 ha |
| Land Acquired | 1,052 ha(24%) |
| Balance Land to be acquired | 3,274 ha (76%) |

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

Details of some major projects which are delayed due to land acquisition are asunder:-

| SN | Name of the project | Total land required (in ha) | Land acquired (in ha) | Balance Land to be acquired (in ha) |
|-----------|---|------------------------------------|------------------------------|--|
| 1. | Tindivanam - Tiruvannamalai new line (71 km) | 276 | 33 | 243 |
| 2. | Attiputtu-Puttur new line (88 km) | 189 | 0 | 189 |
| 3. | Morappur-Dharmapuri new line (36 km) | 92 | 45 | 47 |
| 4. | Mannargudi-Pattukkottai new line (41 km) | 196 | 0 | 196 |
| 5. | Thanjavur-Pattukkottai new line (52 km) | 152 | 0 | 152 |

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu. Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu.

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 projects.

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.**
