

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 4213  
TO BE ANSWERED ON 18.03.2026**

**MINIMAL ENVIRONMENTAL IMPACT AND RAILWAY PROJECT**

**4213. SHRI ARUN BHARTI:  
SHRI MUKESHKUMAR CHANDRAKAANT DALAL:  
SHRI RAJESH VERMA:  
SMT. SHAMBHAVI:  
DR. LATA WANKHEDE:  
SHRI ATUL GARG:**

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

- (a) the details of the railway infrastructure project for which approval has been sought from the Central Government including the scope of track expansion, conversion or new line construction and its expected benefits for connectivity, freight and passenger services particularly in Bihar, Gujarat, Madhya Pradesh and Uttar Pradesh;**
- (b) the number of trees and extent of forest land likely to be affected by the project and the current status of statutory clearances under the Forest (Conservation) Act and other environmental regulations;**
- (c) the details of measures proposed to minimise environmental impact including compensatory afforestation, biodiversity protection and other mitigation strategies;**
- (d) the details of institutional mechanisms in place for monitoring environmental compliance during the project's execution; and**
- (e) the details of assessments conducted regarding the ecological, social and operational impact of the project including alternative alignments or methods to reduce forest loss?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(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**

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**commissioning/laying of new track across Indian Railways is given below:-**

<b>Period</b>	<b>New track Commissioned</b>	<b>Average commissioning of new tracks</b>
<b>2009-14</b>	<b>7,599 Km</b>	<b>4.2 Km/day</b>
<b>2014-25</b>	<b>34,428 Km</b>	<b>8.6 Km/day (more than 2 times)</b>

**The status of projects situated in Bihar, Gujarat, Madhya Pradesh and Uttar Pradesh are as under:**

**Bihar**

**Railway Budget:**

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

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

**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:-**

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

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**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, out of which 1,014 km length has been commissioned and an expenditure of ₹29,353 crore has been incurred upto March' 2025. The summary is as under:-**

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

**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 Bihar are as under:-**

<b>SN.</b>	<b>Project</b>	<b>Cost (₹ in Crore)</b>
<b>1</b>	<b>Patna rail cum road Bridge (28 Km)</b>	<b>3,210</b>
<b>2</b>	<b>Munger rail cum road Bridge (15 km)</b>	<b>3,040</b>
<b>3</b>	<b>Kosi Bridge (22 km)</b>	<b>863</b>
<b>4</b>	<b>Daniawan-Biharsharif New Line (38 km)</b>	<b>354</b>
<b>5</b>	<b>Chandan-Banka New Line (40 km)</b>	<b>496</b>

<b>6</b>	<b>Rampurhat-Mandarhill New Line (130 km)</b>	<b>908</b>
<b>7</b>	<b>Maharajganj-Masrakh New Line (35 km)</b>	<b>412</b>
<b>8</b>	<b>Rajgir-Tilaiya &amp; Natesar-Islampur New Line (67 km)</b>	<b>726</b>
<b>9</b>	<b>Mansi-Saharsa-Purnia Gauge Conversion (141 km)</b>	<b>752</b>
<b>10</b>	<b>Jaynagar-Narkatiaganj Gauge Conversion (260 km)</b>	<b>967</b>
<b>11</b>	<b>Kaptanganj-Chhapra Gauge Conversion ( 234 km)</b>	<b>819</b>
<b>12</b>	<b>Sakri-Nirmali &amp; Saharasa-Forbesganj Gauge Conversion (206 km)</b>	<b>2,113</b>
<b>13</b>	<b>Mansi-Saharsa, Saharsa-Purnia &amp; Banmakhi-Bihariganj Gauge Conversion (169 km)</b>	<b>752</b>
<b>14</b>	<b>Sahibganj-Pirpainti Doubling (23 km)</b>	<b>129</b>
<b>15</b>	<b>Maheshkunt-Thanabihpur Doubling (32 km)</b>	<b>115</b>
<b>16</b>	<b>Hajipur-Ramdayalu Nagar Doubling (48 km)</b>	<b>367</b>
<b>17</b>	<b>Pirpainti-Bhagalpur Doubling (51 km)</b>	<b>493</b>
<b>18</b>	<b>Bakhtiyarpur-Barh Doubling (19 km)</b>	<b>237</b>
<b>19</b>	<b>Kiul-Gaya Doubling (124 km)</b>	<b>2,462</b>
<b>20</b>	<b>Hajipur-Bachwara Doubling (72 km)</b>	<b>930</b>
<b>21</b>	<b>Darbhanga bypass (9 km)</b>	<b>253</b>
<b>22</b>	<b>Araria-Galgalia (Thakurganj) New Line (110 km)</b>	<b>2,132</b>
<b>23</b>	<b>Saraigarh Bypass Line (5 km)</b>	<b>79</b>
<b>24</b>	<b>Chhapra-Chhapra Kacheri 3rd Line (3 km)</b>	<b>33</b>

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

<b>SN.</b>	<b>Project</b>	<b>Cost (₹ in Crore)</b>
<b>1</b>	<b>Sakri-Hasanpur new line (76 km)</b>	<b>735</b>
<b>2</b>	<b>Khagaria-Kusheshwarsthan New line (42 km)</b>	<b>1,511</b>
<b>3</b>	<b>Fatuha-Islampur new line (167 km)</b>	<b>2,882</b>
<b>4</b>	<b>Koderma-Tilaiya new line (65 km)</b>	<b>1,980</b>
<b>5</b>	<b>Hajipur-Sagauli new line (151 km)</b>	<b>2,702</b>
<b>6</b>	<b>Araria-Supaul new line (96 km)</b>	<b>1,925</b>
<b>7</b>	<b>Kursela-Bihariganj new line (58 km)</b>	<b>194</b>
<b>8</b>	<b>Bikramshila-Katareah new line (26 km)</b>	<b>2,171</b>
<b>9</b>	<b>Jhajha-Batia new line (20 km)</b>	<b>588</b>
<b>10</b>	<b>Pirpainti-Jassidih new line (97 km)</b>	<b>2,611</b>
<b>11</b>	<b>Chhitauni-Tumkuhi Road new line (59 km)</b>	<b>1,731</b>
<b>12</b>	<b>Jalalgarh-Kishanganj new line (51 km)</b>	<b>360</b>
<b>13</b>	<b>Jogbani-Biratnagar (Nepal) new line (19 km)</b>	<b>402</b>
<b>14</b>	<b>Darbhanga-Kusheshwarasthan new line (70 km)</b>	<b>367</b>
<b>15</b>	<b>Motihari-Sitamarhi new line (77 km)</b>	<b>1,007</b>
<b>16</b>	<b>Sitamarhi-Nirmali new line (189 km)</b>	<b>2,833</b>
<b>17</b>	<b>Nawada-Laxmipur new line (137 km)</b>	<b>3,121</b>
<b>18</b>	<b>Ara-Bhabua Road new line (150 km)</b>	<b>2,397</b>
<b>19</b>	<b>Gaya-Daltonganj new line (137 km)</b>	<b>2,861</b>
<b>20</b>	<b>Muzaffarpur-Darbhanga new line (69 km)</b>	<b>282</b>
<b>21</b>	<b>Muzaffarpur-Janakpur Road new line (67 km)</b>	<b>228</b>
<b>22</b>	<b>Dehri on Sone-Banjari new line (35 km)</b>	<b>111</b>
<b>23</b>	<b>Chhapra-Muzzafarpur new line (78 km)</b>	<b>1,894</b>

<b>SN.</b>	<b>Project</b>	<b>Cost (₹ in Crore)</b>
<b>24</b>	<b>Bihta-Aurangabad new line (120 km)</b>	<b>2,995</b>
<b>25</b>	<b>Gaya-Chatra and Gaya-Natesar new line (135 km)</b>	<b>4,543</b>
<b>26</b>	<b>Deogarh-Sultanganj new line incl.Banka-Barahat and Banka-Bhitiah Road (154 km)</b>	<b>665</b>
<b>27</b>	<b>Sultanganj-Katuria new line (77 km)</b>	<b>291</b>
<b>28</b>	<b>Bariarpur-Mananpur new line (68 km)</b>	<b>251</b>
<b>29</b>	<b>Hathua-Bhatni new line (80 km)</b>	<b>318</b>
<b>30</b>	<b>Aurangabad Terminal-Anugrah Narayan Road new line (13 km)</b>	<b>441</b>
<b>31</b>	<b>Nawadah-Pawapuri New line (25 km)</b>	<b>492</b>
<b>32</b>	<b>Jaynagar-Bijalpura Gauge conversion (69 km)</b>	<b>790</b>
<b>33</b>	<b>Dhanbad-Sonnagar 3rd line (291 km)</b>	<b>7,906</b>
<b>34</b>	<b>Samastipur-Darbhanga Doubling (38 km)</b>	<b>826</b>
<b>35</b>	<b>Rampur Dumra-Tal-Rajendra Pul-Additional bridge and Doubling (14 km)</b>	<b>2,535</b>
<b>36</b>	<b>Sagauli-Valmikinagar Doubling (110 km)</b>	<b>1,456</b>
<b>37</b>	<b>Gaya Bye pass for Manpur (2 km)</b>	<b>30</b>
<b>38</b>	<b>Muzaffarpur-Sugauli Doubling (101 km)</b>	<b>1,586</b>
<b>39</b>	<b>Barauni-Bachwara 3rd &amp; 4th line (32 km)</b>	<b>486</b>
<b>40</b>	<b>Sonenagar bye pass (Chiralapothu to Bagha Bishunpur) (10 km)</b>	<b>224</b>
<b>41</b>	<b>Narkatiaganj-Darbhanga &amp; Sitamarhi-Muzaffarpur Doubling (256 km)</b>	<b>4,080</b>
<b>42</b>	<b>Chhapra-Ballia Patch Doubling (65 km)</b>	<b>1,046</b>
<b>43</b>	<b>Gorakhpur-Valmikinagar Doubling (96 km)</b>	<b>1,121</b>

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<b>SN.</b>	<b>Project</b>	<b>Cost (₹ in Crore)</b>
44	<b>Katihar-Kumedpur and Katihar-Mukuria Doubling (65 km)</b>	<b>943</b>
45	<b>Bhadora Station and Karma Station Surface Triangle Line (11 km)</b>	<b>200</b>
46	<b>ROR at Sasaram connecting GC to Ara-Sasaram Line (9 km)</b>	<b>470</b>
47	<b>Ara Bye pass Line to be connected from Jagjivan Halt to existing ARA-Sasaram line through link cabin (Y-Connectivity at Ara) (3 km)</b>	<b>119</b>
48	<b>Son Nagar-Andal Multitracking (749 km)</b>	<b>12,334</b>
49	<b>Bulb line at Nabinagar (Ankorha) (17 km)</b>	<b>612</b>
50	<b>Punarakh- Barh-Bhaktiyarpur New 4th line &amp; balance 3rd line (28 km)</b>	<b>422</b>
51	<b>Sanjaygram to Dhachna By Pass line (2 km)</b>	<b>34</b>
52	<b>Aluabari Road-Thakurganj Doubling (20 km)</b>	<b>327</b>
53	<b>Aluabari Road-New Jalpaiguri 3rd &amp; 4th Line (57 km)</b>	<b>1,630</b>
54	<b>Bhagalpur-Jamalpur 3rd Line (53 km)</b>	<b>1,156</b>
55	<b>Bhagalpur-Dumka-Rampurh at Doubling (177 km)</b>	<b>3,169</b>
56	<b>Bakhtiyarpur-Rajgir-Tilaiya Doubling (104 km)</b>	<b>2,192</b>
57	<b>Bakhtiyarpur-Fatuha 3rd and 4th line (24 km)</b>	<b>931</b>

## **Gujarat**

### **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 Gujarat is as under:**

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>₹ 589 crore/year</b>
<b>2025-26</b>	<b>₹ 17,155 crore (More than 29 times)</b>

**Track construction:**

**The details of commissioning/laying of new track falling fully/partly in the State of Gujarat 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>660 Km</b>	<b>132 Km/year</b>
<b>2014-25</b>	<b>2,764 Km</b>	<b>251 Km/yr (nearly 2 times)</b>

**Projects sanctioned:**

**As on 01.04.2025, 36 Railway projects (6 New Lines, 17 Gauge Conversion and 13 Doubling), of a total length of 2,564 Km, costing ₹30,275 crore, falling fully/partly in the State of Gujarat have been sanctioned. The summary is as under:-**

<b>Category</b>	<b>No. of sanctioned projects</b>	<b>Total length (Km)</b>	<b>Length commissioned upto Mar'25 (Km)</b>	<b>Total Expenditure upto Mar'25 (₹ in Crore)</b>
<b>New Lines</b>	<b>6</b>	<b>532</b>	<b>105</b>	<b>5,494</b>
<b>Gauge Conversion</b>	<b>17</b>	<b>1,379</b>	<b>718</b>	<b>6,213</b>
<b>Doubling / Multitracking</b>	<b>13</b>	<b>653</b>	<b>40</b>	<b>1,158</b>
<b>Total</b>	<b>36</b>	<b>2,564</b>	<b>863</b>	<b>12,865</b>

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

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

<b>S.No.</b>	<b>Name of Project</b>	<b>Cost (₹ in Crore)</b>
<b>1</b>	<b>Mahesana-Taranga Hill Gauge Conversion (210 Km)</b>	<b>891</b>
<b>2</b>	<b>Himmatnagar-Khedbrahma Gauge Conversion (55 Km)</b>	<b>482</b>
<b>3</b>	<b>Ahmedabad-Botad Gauge Conversion (170 Km)</b>	<b>1,810</b>
<b>4</b>	<b>Dhasa-Jetalsar Gauge Conversion (104 Km)</b>	<b>1,024</b>
<b>5</b>	<b>Ahmedabad-Mahesana Gauge Conversion (69 Km)</b>	<b>874</b>
<b>6</b>	<b>Katosan-Chanasma Gauge Conversion (38 Km)</b>	<b>484</b>
<b>7</b>	<b>Kalol-Kadi-Katosan Gauge Conversion (37 Km)</b>	<b>347</b>
<b>8</b>	<b>Vijapur-Ambliyan Gauge Conversion (42 Km)</b>	<b>415</b>
<b>9</b>	<b>Dabhoi-Chandod with extension up to Kevadiya Gauge Conversion (50 Km)</b>	<b>1,018</b>
<b>10</b>	<b>Viramgam-Samakhiali Doubling (182 Km)</b>	<b>1,492</b>
<b>11</b>	<b>Palanpur-Samakhayali Doubling (247 Km)</b>	<b>2,538</b>
<b>12</b>	<b>Mahesana-Palanpur Doubling (65 Km)</b>	<b>537</b>
<b>13</b>	<b>Surendranagar-Rajkot Doubling (116 Km)</b>	<b>1,425</b>
<b>14</b>	<b>Anand-Godhara Doubling (79 Km)</b>	<b>692</b>
<b>15</b>	<b>Vatva-Ahmedabad 3<sup>rd</sup> Line (8 Km)</b>	<b>61</b>
<b>16</b>	<b>Viramgram-Surendranagar Doubling (65 Km)</b>	<b>382</b>
<b>17</b>	<b>Udhna-Jalgaon Doubling (307 Km)</b>	<b>2,448</b>

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**Details of some of the projects falling fully/partly in the State of Gujarat which have been taken up are as under:**

<b>S. No.</b>	<b>Project</b>	<b>Cost (₹ in Crore)</b>
<b>1</b>	<b>Naliya-Jakhau Port New Line (25 Km)</b>	<b>410</b>
<b>2</b>	<b>Miyagam Karjan-Choranda-Malsar Gauge Conversion (37 Km)</b>	<b>450</b>
<b>3</b>	<b>Jambusar-Kavi Gauge Conversion (26 Km)</b>	<b>318</b>
<b>4</b>	<b>Kosamba-Umarpada Gauge Conversion (70 Km)</b>	<b>468</b>
<b>5</b>	<b>Khijadiya-Amreli Gauge Conversion (17 Km)</b>	<b>178</b>
<b>6</b>	<b>Barejadi-Nandej (Geratpur)- Sanand 4<sup>th</sup> Line (38 Km)</b>	<b>962</b>
<b>7</b>	<b>Samakhiali-Gandhidham Quadrupling (53 Km)</b>	<b>1,430</b>
<b>8</b>	<b>Vishvamitri-Dabhoi Doubling (33 Km)</b>	<b>394</b>
<b>9</b>	<b>Taranga Hill- Ambaji-Abu Road New Line (116 Km)</b>	<b>2,798</b>
<b>10</b>	<b>Sabarmati D Cabin- Sarkhej Doubling (21 Km)</b>	<b>323</b>
<b>11</b>	<b>Deshalpar-Hajipir-Luna and Vayor-Lakhpat New Line (145 Km)</b>	<b>2526</b>
<b>12</b>	<b>Vadodara-Ratlam 3<sup>rd</sup> &amp; 4<sup>th</sup> Line (259 Km)</b>	<b>8,387</b>
<b>13</b>	<b>Rajkot-Kanalus Doubling (111 Km)</b>	<b>1,081</b>

**Bullet Train project:**

**The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is the only HSR Project under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.**

**Entire land (1,389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1,651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.**

**The progress of various major items so far is as under:**

**Gujarat (352 KM):**

<b>Item</b>	<b>Progress</b>
<b>Foundation</b>	<b>352 kms.</b>
<b>Piers</b>	<b>352 kms.</b>
<b>Girder Casting</b>	<b>342 kms.</b>
<b>Girder Launching</b>	<b>331 kms.</b>
<b>Track Bed Construction</b>	<b>152 kms.</b>
<b>OHE Masts Erection</b>	<b>121 kms.</b>

**Maharashtra (156KM):**

<b>Item</b>	<b>Progress</b>
<b>Foundation</b>	<b>84 kms.</b>
<b>Piers</b>	<b>75 kms.</b>
<b>Girder Casting</b>	<b>12 kms.</b>
<b>Girder Launching</b>	<b>5 kms.</b>

**Out of total 12 stations, foundation works has been completed at 8 stations (Vapi, Bilimora, Surat, Bharuch, Anand, Vadodara, Ahmedabad, and Sabarmati). In Maharashtra section, foundation work is in progress at 3 stations (Thane, Virar, Boisar) and excavation work at BKC station is near completion and Casting of base slab started.**

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**17 river bridges have been completed. Work is in advance stage for 4 major river bridges (Narmada, Mahi, Tapti and Sabarmati) in Gujarat & in progress in 4 river bridges in Maharashtra. Work on Depots (Thane, Surat and Sabarmati) is in full swing.**

**Civil works at Bandra Kurla Complex (BKC) are progressing satisfactorily. Excavation works have achieved about 91% progress, and concreting works are at various stages, with 100% completion of the basement slab at Level-4. The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.**

**To ensure seamless passenger connectivity, the Government has planned multi-modal integration of Bullet Train stations with the existing Mumbai suburban railway network and upcoming metro lines. The integration includes passenger connectivity with Metro Line-2B and Metro Line-3 through convenient pedestrian access at BKC station.**

**Bullet train project is a very complex and technology intensive Project. Exact timelines for the completion of the project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling & Telecommunication and supply of Trainsets.**

## **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:**

<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>

**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:**

<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>

**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:**

<b>Category</b>	<b>No. of projects</b>	<b>Total Length (in Km)</b>	<b>Length Commissioned (in Km)</b>	<b>Total Exp upto Mar'25 (₹ 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>2,093</b>	<b>41,401</b>

**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:**

<b>S.No.</b>	<b>Name of Project</b>	<b>Cost (₹ in Crores)</b>
<b>1.</b>	<b>Anuppur-Katni 3rd line (165 Km)</b>	<b>2,311</b>
<b>2.</b>	<b>Pendra Road-Anuppur 3rd line (50 Km)</b>	<b>394</b>
<b>3.</b>	<b>Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)</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 3<sup>rd</sup> line (17 Km)</b>	<b>176</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>

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<b>S.No.</b>	<b>Name of Project</b>	<b>Cost (₹ in Crores)</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- ShaktinagarDoubling(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 4<sup>th</sup> 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>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>S.No.</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
10.	<b>Jhansi-Bina 3rd line (153 Km)</b>	<b>2,002</b>
11.	<b>Mathura-Jhansi 3rd line (274 Km)</b>	<b>5,924</b>
12.	<b>Jhansi-Kairar-Manikpur&amp;Khirar-Bhimsen Doubling (431 Km)</b>	<b>4,330</b>
13.	<b>Satna-Rewa Doubling (50 Km)</b>	<b>590</b>
14.	<b>Ruthiyai Bye Pass line (3 Km)</b>	<b>54</b>
15.	<b>Guna Bye Pass line (2 Km)</b>	<b>179</b>
16.	<b>Ujjain Fly Over (2 Km)</b>	<b>100</b>
17.	<b>Manmad - Indore New Line (360 Km)</b>	<b>18,529</b>
18.	<b>Bhusawal-Khandwa 3rd &amp; 4th Line (131 Km)</b>	<b>3,285</b>
19.	<b>Dahod-Indore New Line (205 Km)</b>	<b>9,746</b>
20.	<b>Nimach-Ratlam Doubling (133 Km)</b>	<b>1,096</b>
21.	<b>Chhota Udepur-Dhar New Line (147 Km)</b>	<b>1,794</b>
22.	<b>Ratlam-Nagda 3<sup>rd</sup> and 4<sup>th</sup> line (41 Km)</b>	<b>964</b>
23.	<b>Vadodara-Ratlam 3<sup>rd</sup> and 4<sup>th</sup> line (259 Km)</b>	<b>8,387</b>
24.	<b>Ratlam-Khandwa Gauge Conversion (299 Km)</b>	<b>7,265</b>
25.	<b>Bina-Itarsi 4<sup>th</sup> Line (237 km)</b>	<b>4,329</b>
26.	<b>Itarsi-Nagpur 4<sup>th</sup> Line (297 Km)</b>	<b>5,010</b>

**Uttar Pradesh:**

**Railway Budget:**

**Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Uttar Pradesh is as under:**

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>₹1,109 crore/year</b>
<b>2025-26</b>	<b>₹19,858 crore (Nearly 18 times)</b>

**Track construction:**

The details of constructing new tracks 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	5,272 Km	479 Km per year (More than 2 times)

**Projects sanctioned:**

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 Projects	Total Length (km)	Length Commissioned (km)	Exp upto Mar'25 (₹ in Cr.)
New Line	10	1,227	340	10,517
Gauge Conversion	02	67	-	281
Doubling/Multitracking	37	2,513	983	19,813
<b>Total</b>	<b>49</b>	<b>3,807</b>	<b>1,323</b>	<b>30,611</b>

**Recently completed projects:**

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

S. No.	Project	Cost (₹ in Cr.)
1	Etawah-Mainpuri New Line (58 Km)	313
2	Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 Km)	342

<b>S. No.</b>	<b>Project</b>	<b>Cost (₹ in Cr.)</b>
<b>3</b>	<b>Ballia-Ghazipur city Doubling (65 Km)</b>	<b>650</b>
<b>4</b>	<b>Ghazipur city-Tarighat New Line (17 Km)</b>	<b>1,766</b>
<b>5</b>	<b>Gonda-Gorakhpur Loop Gauge Conversion (260 Km)</b>	<b>863</b>
<b>6</b>	<b>Gonda-Bahraich Gauge Conversion (60 Km)</b>	<b>318</b>
<b>7</b>	<b>Barabanki-Akbarpur Doubling (161 Km)</b>	<b>1,700</b>
<b>8</b>	<b>Kaptanganj-Thawe-Chhapra Gauge Conversion (234 Km)</b>	<b>819</b>
<b>9</b>	<b>Pilibhit-Shahjahanpur Gauge Conversion (83 Km)</b>	<b>589</b>
<b>10</b>	<b>Indara-Dohrighat Gauge Conversion (34 Km)</b>	<b>213</b>
<b>11</b>	<b>Lucknow-Pilibhit Gauge Conversion (263 Km)</b>	<b>1,634</b>
<b>12</b>	<b>Bhadoi-Janghai Doubling (31 Km)</b>	<b>168</b>
<b>13</b>	<b>Lahota-Bhadoi Doubling (39 Km)</b>	<b>184</b>
<b>14</b>	<b>Meerut-Muzaffarnagar Doubling (55 Km)</b>	<b>430</b>
<b>15</b>	<b>Phaphamau-Prayagraj Doubling (14 Km)</b>	<b>212</b>
<b>16</b>	<b>Muzaffarnagar–Tapri Doubling (52 Km)</b>	<b>525</b>
<b>17</b>	<b>Utretia-Raibareilly Doubling (66 Km)</b>	<b>662</b>
<b>18</b>	<b>Raibareilly-Amethi Doubling (60 Km)</b>	<b>668</b>
<b>19</b>	<b>Alamnagar-Utretia Doubling (20 Km)</b>	<b>358</b>
<b>20</b>	<b>Bhimsen—Jhansi Doubling (206 Km)</b>	<b>2,620</b>
<b>21</b>	<b>Domingarh-Gorakhpur-Kusumhi - 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km)</b>	<b>508</b>
<b>22</b>	<b>Malhaur-Daliganj Doubling (13 Km)</b>	<b>183</b>
<b>23</b>	<b>Ruma Chakeri- Chandari 3<sup>rd</sup> Line (13 Km)</b>	<b>177</b>
<b>24</b>	<b>Bareilly-Pilibhit-Tanakpur Gauge Conversion (102 Km)</b>	<b>313</b>

<b>S. No.</b>	<b>Project</b>	<b>Cost (₹ in Cr.)</b>
<b>25</b>	<b>Rosa-Sitapur Cantt-Burhwal Doubling (181 Km)</b>	<b>2,094</b>
<b>26</b>	<b>Jaunpur- Akbarpur (Tanda) Doubling (77 Km)</b>	<b>676</b>
<b>27</b>	<b>Ramna- Renukut-Singrauli Doubling (160 Km)</b>	<b>2,436</b>
<b>28</b>	<b>Janghai- Phaphamau Doubling (47 Km)</b>	<b>414</b>
<b>29</b>	<b>Varanasi-Madhosingh-Prayagraj Doubling (120 Km)</b>	<b>2,018</b>
<b>30</b>	<b>Karaila Road- Shaktinagar Doubling (32 Km)</b>	<b>763</b>
<b>31</b>	<b>Deoband (Muzzafarnagar)-Roorkee (27 Km)</b>	<b>1,289</b>
<b>32</b>	<b>Agra-Etawah New Line(110 Km)</b>	<b>427</b>
<b>33</b>	<b>Phephna-Indara, Mau-Shahganj Doubling (150 Km)</b>	<b>1,778</b>

**Ongoing projects:**

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

<b>SN.</b>	<b>Project</b>	<b>Cost (₹ in Cr.)</b>
<b>1</b>	<b>Barabanki-Burhwal 3rd Line (27 Km)</b>	<b>426</b>
<b>2</b>	<b>Burhwal- Gonda Kacheri 4<sup>th</sup> line (56 Km)</b>	<b>796</b>
<b>3</b>	<b>Burhwal-Gonda 3rd Line (62 Km)</b>	<b>1,118</b>
<b>4</b>	<b>Bahraich- Khalilabad New Line (240 Km)</b>	<b>4,940</b>
<b>5</b>	<b>Katra-Ayodhya Dham Doubling (10 Km)</b>	<b>466</b>
<b>6</b>	<b>Pt. Deen Dayal Upadhyaya- Prayagraj 3rd Line (150 Km)</b>	<b>2,649</b>
<b>7</b>	<b>Billi-Chunar Doubling (102 Km)</b>	<b>1,424</b>
<b>8</b>	<b>Chhapra-Ballia Doubling (65 km)</b>	<b>1,046</b>
<b>9</b>	<b>Unchhar-Amethi New Line (66 Km)</b>	<b>1,229</b>

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<b>SN.</b>	<b>Project</b>	<b>Cost (₹ in Cr.)</b>
<b>10</b>	<b>Etah-Kasganj New Line ( 29 Km)</b>	<b>389</b>
<b>11</b>	<b>Gorakhpur- Valmikinagar Doubling (96 Km)</b>	<b>1,121</b>
<b>12</b>	<b>Varanasi-Pt. Deen Dayal Upadhyaya 3<sup>rd</sup> and 4<sup>th</sup> Line (15 Km)</b>	<b>2,464</b>
<b>13</b>	<b>Jhansi-Khairar-Manikpur &amp; Khairar-Bhimsen Doubling (431 Km)</b>	<b>4,330</b>
<b>14</b>	<b>Sahjanwa-Dohrighat New Line (81 Km)</b>	<b>1,320</b>
<b>15</b>	<b>Kuberpur-Yamuna Bridge 3rd line (10 Km)</b>	<b>170</b>
<b>16</b>	<b>Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km)</b>	<b>1,508</b>
<b>17</b>	<b>Dilkusha-Malhaur 3rd Line (8 km)</b>	<b>164</b>
<b>18</b>	<b>Bypass/Chord line at Ayodhya Cantt. (between Salarpur-Masodha) (6 Km)</b>	<b>97</b>
<b>19</b>	<b>Didarganj - Shahganj - Bilwai Chord line (6 km)</b>	<b>137</b>
<b>20</b>	<b>Varanasi Shivpur 3<sup>rd</sup> line (6 Km)</b>	<b>76</b>
<b>21</b>	<b>Jaunpur Jn.- Zafarabad Doubling (6 Km)</b>	<b>177</b>
<b>22</b>	<b>Bhatni - Aurnihar Doubling (117 km)</b>	<b>2,529</b>
<b>23</b>	<b>Mathura-Jhansi 3rd line (274 km)</b>	<b>5,924</b>
<b>24</b>	<b>Agra Fort and Bandikui Doubling (150 km)</b>	<b>988</b>
<b>25</b>	<b>Janghai-Pratapgarh- Amethi Doubling (87 km)</b>	<b>1,197</b>
<b>26</b>	<b>Barabanki-Malhaur - 3rd &amp; 4th Line (33 km)</b>	<b>407</b>
<b>27</b>	<b>Phaphamau-Unchahar Doubling (72 km)</b>	<b>971</b>
<b>28</b>	<b>Aunrihar - Varanasi City 3rd Line (31 Km)</b>	<b>76</b>

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

- **Better connectivity of the region with other parts of the country**

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- **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.**

**Railways are environment friendly and energy-efficient mode of transportation, yielding substantially lower CO2 emissions. Reduction in CO2 emissions in transportation by railways as compared to transportation by road is as under (Ref:- NITI Aayog Report titled “Fast Tracking Freight in India, June 2021”):**

<b>Mode of transportation</b>	<b>CO2 emission for transportation of 1 tonne for 1 Km</b>
<b>Road</b>	<b>101 gm</b>
<b>Rail</b>	<b>11.5 gm (about 89% less)</b>

**Shifting of one MT of freight from road to rail reduces the carbon emission by about 5.37 Crore Kg. During the period from 2014 to 2025, about 562 MT freight has shifted to railways which corresponds to reduction in carbon emission amounting to 3,018 crore kg.**

**As per the extant policy guidelines, Railway projects are exempted from environmental clearance. However, forestry/wild life clearances are taken from Ministry of Environment, Forest and Climate Change (MoEF&CC), wherever the diversion of forest land is involved.**

**Electric traction is more environment friendly and energy efficient. Accordingly, electrification of railway network on Indian Railways has been taken up in mission mode. So far, 99.4% 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 Kilometre</b>
<b>Before 2014 (about 60 years)</b>	<b>21,801</b>
<b>2014-25</b>	<b>46,900</b>

**All Railway infrastructure projects requiring diversion of forest land are processed in accordance with the provisions of the Forest (Conservation) Act, 1980 and approval of the Ministry of Environment, Forest and Climate Change (MoEF&CC) is obtained, wherever required.**

**Further, Indian Railways has instituted several mechanisms to minimize environmental impacts during construction and operation of projects, which inter alia include: Afforestation in coordination with State Forest Departments where forest land is involved, adoption of eco-friendly construction practices, including proper disposal of construction debris, slope stabilization, and protection of natural drainage, provision of wildlife crossings, animal underpasses/overpasses and other mitigation measures in environmentally sensitive areas, wherever required and continuous monitoring of environmental safeguards during project implementation by concerned railway authorities.**