

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 4236  
TO BE ANSWERED ON 18.03.2026**

**THREE ECONOMIC RAILWAY CORRIDORS**

**4236. SHRI JASHUBHAI BHILUBHAI RATHVA:  
SHRI VISHNU DAYAL RAM:  
SHRI ARUN GOVIL:**

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

- (a) the details of the current status of projects under the Energy-Mineral-Cement Corridor, High Traffic Density Routes, and Port Connectivity initiatives;**
- (b) the details progress has been made in the projects sanctioned so far; and**
- (c) whether the Government has assessed freight efficiency gains and proposes accelerated completion of the project and if so, the details thereof?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (c): 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:-**

<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>

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**During the last 05 years, 308 projects (New Line, Gauge Conversion and Doubling) costing approx. ₹2,93,000 Crore have been sanctioned on Indian Railways. This will enhance the capacity of railway network to run more number of trains.**

**Some of the major projects sanctioned are as follows:**

<b>SN</b>	<b>Project Name</b>	<b>Cost (₹ in Crore)</b>
<b>1</b>	<b>Chopan – Chunar doubling (102 Km)</b>	<b>1,553</b>
<b>2</b>	<b>Guntur – Bibinagar doubling (239 Km)</b>	<b>3,238</b>
<b>3</b>	<b>Mudkhed – Medchal &amp; Mahbubnagar – Dhone doubling (418 Km)</b>	<b>5,655</b>
<b>4</b>	<b>Samakhiali – Gandhidham Quadrupling (53 Km)</b>	<b>1,571</b>
<b>5</b>	<b>Merta City – Ras &amp; Bypass at Merta Road new line (56 Km)</b>	<b>1,038</b>
<b>6</b>	<b>Lumding – Furkating doubling (140 Km)</b>	<b>2,334</b>
<b>7</b>	<b>Ajmer – Chanderiya doubling (178 Km)</b>	<b>1,813</b>
<b>8</b>	<b>Motumari – Vishnupuram with RoR doubling (100 Km)</b>	<b>1,746</b>
<b>9</b>	<b>Bikramshila – Katareah new line with new bridge on river ganga (26 Km)</b>	<b>2,549</b>

<b>SN</b>	<b>Project Name</b>	<b>Cost (₹ in Crore)</b>
<b>10</b>	<b>Gunupur – Therubali new line (74 Km)</b>	<b>1,326</b>
<b>11</b>	<b>Malkangiri – Pandurangapuram new line (174 Km)</b>	<b>4,109</b>
<b>12</b>	<b>Badampahar – Kendujhargarh new line (82 Km)</b>	<b>2,106</b>
<b>13</b>	<b>Junagarh – Nabarangpur new line (116 Km)</b>	<b>3,274</b>
<b>14</b>	<b>Buramara – Chakulia new line (60 Km)</b>	<b>1,639</b>
<b>15</b>	<b>Ajanta Caves Rail Connectivity (174 Km)</b>	<b>7,105</b>
<b>16</b>	<b>Bangriposi – Gorumahisani new line (86 Km)</b>	<b>2,549</b>
<b>17</b>	<b>Chandil – Anara – Damodar 3rd line (121 Km)</b>	<b>2,170</b>
<b>18</b>	<b>Bargarh Road – Nawapara Road new line (138 Km)</b>	<b>2,926</b>
<b>19</b>	<b>Sardega – Bhalumuda new double line (37 Km)</b>	<b>1,360</b>
<b>20</b>	<b>Varanasi – Pt. Deen Dayal Upadhyaya Multitracking with rail cum road bridge on river ganga (15 Km)</b>	<b>2,642</b>
<b>21</b>	<b>Jalgaon – Manmad 4th line (160 Km)</b>	<b>2,773</b>
<b>22</b>	<b>Bhusawal – Khandwa 3rd &amp; 4th line (131 Km)</b>	<b>3,514</b>
<b>23</b>	<b>Sambalpur – Jarapada 3rd &amp; 4th line (127 Km)</b>	<b>3,916</b>
<b>24</b>	<b>Jharsuguda – Sason 3rd &amp; 4th line (35 Km)</b>	<b>1,181</b>

<b>SN</b>	<b>Project Name</b>	<b>Cost (₹ in Crore)</b>
<b>25</b>	<b>Gondia – Ballarshah doubling (240 Km)</b>	<b>4,819</b>
<b>26</b>	<b>Kharsia – Naya Raipur – Parmalkasa 5th &amp; 6th line (278 Km)</b>	<b>8,741</b>
<b>27</b>	<b>Wardha – Balharshah Quadrupling (135 Km)</b>	<b>2,381</b>
<b>28</b>	<b>Ballari – Chikjajur doubling (185 Km)</b>	<b>3,342</b>
<b>29</b>	<b>Koderma – Barkakana doubling (133 Km)</b>	<b>3,063</b>
<b>30</b>	<b>Itarsi – Nagpur 4th line (297 Km)</b>	<b>5,451</b>
<b>31</b>	<b>Dangoaposi – Jaroli 3rd &amp; 4th line (43 Km)</b>	<b>1,752</b>
<b>32</b>	<b>Secunderabad – Wadi 3rd &amp; 4th line (173 Km)</b>	<b>5,012</b>
<b>33</b>	<b>Furkating – New Tinsukia doubling (194 Km)</b>	<b>3,634</b>
<b>34</b>	<b>Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km)</b>	<b>2,192</b>
<b>35</b>	<b>Gondia – Dongargarh 4th line (84 Km)</b>	<b>2,223</b>
<b>36</b>	<b>Wardha – Bhusawal 3rd &amp; 4th line (314 Km)</b>	<b>9,197</b>
<b>37</b>	<b>Hosapete – Bellary quadrupling (65 Km)</b>	<b>2,372</b>
<b>38</b>	<b>Kasara – Manmad 3rd &amp; 4th line (131 Km)</b>	<b>10,154</b>
<b>39</b>	<b>Punarakh – Kiul 3rd &amp; 4th line (50 Km)</b>	<b>2,668</b>
<b>40</b>	<b>Gamharia – Chandil 3rd &amp; 4th line (55 Km)</b>	<b>1,168</b>

<b>SN</b>	<b>Project Name</b>	<b>Cost (₹ in Crore)</b>
<b>41</b>	<b>Sainthia- Pakhur 4th Line (81 Km)</b>	<b>1,569</b>
<b>42</b>	<b>Santragachi- Kharagpur 4th line (111 Km)</b>	<b>2,905</b>
<b>43</b>	<b>Nergundi – Barang &amp; Khurda Road – Vizianagaram 3rd line (385 Km)</b>	<b>5,618</b>
<b>44</b>	<b>Son Nagar – Andal Multi tracking (375 Km)</b>	<b>13,606</b>
<b>45</b>	<b>Gorakhpur Cantt – Valmiki Nagar doubling (96 Km)</b>	<b>1,270</b>
<b>46</b>	<b>Jaipur – Sawai Madhopur doubling (131 Km)</b>	<b>1,269</b>
<b>47</b>	<b>Luni – Samdari – Bhildi doubling (272 Km)</b>	<b>3,531</b>
<b>48</b>	<b>Narkatiaganj – Raxaul – Sitamarhi – Darbhanga &amp; Sitamarhi – Muzaffarpur doubling (256 Km)</b>	<b>4,553</b>
<b>49</b>	<b>Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km)</b>	<b>1,640</b>
<b>50</b>	<b>Tirupati – Pakala – Katpadi doubling (104 Km)</b>	<b>1,332</b>
<b>51</b>	<b>Ratlam – Nagda 3rd and 4th line (41 Km)</b>	<b>1,018</b>
<b>52</b>	<b>Aluabari Road – New Jalpaiguri 3rd &amp; 4th line (57 Km)</b>	<b>1,786</b>
<b>53</b>	<b>Aurangabad (Chhatrapati Sambhajinagar) – Parbhani (177 Km)</b>	<b>2,179</b>
<b>54</b>	<b>Bhagalpur – Dumka – Rampurhat doubling (177 Km)</b>	<b>3,169</b>

<b>SN</b>	<b>Project Name</b>	<b>Cost (₹ in Crore)</b>
<b>55</b>	<b>Itarsi – Bina 4th line (237 Km)</b>	<b>4,329</b>
<b>56</b>	<b>Vadodara – Ratlam 3rd &amp; 4th line (259 Km)</b>	<b>8,885</b>
<b>57</b>	<b>Devbhumi Dwarka (Okha) – Kanalus doubling (141 Km)</b>	<b>1,457</b>
<b>58</b>	<b>Badlapur – Karjat 3rd and 4th line (32 Km)</b>	<b>1,324</b>
<b>59</b>	<b>Delhi – Ambala Cantt 3rd &amp; 4th line (194 Km)</b>	<b>5,983</b>
<b>60</b>	<b>Gondia – Jabalpur doubling (231 Km)</b>	<b>5,236</b>
<b>61</b>	<b>Manmad – Indore new line (360 Km)</b>	<b>18,529</b>
<b>62</b>	<b>Errupelam – Amaravati – Nambur new line (57 Km)</b>	<b>2,245</b>
<b>63</b>	<b>Vadhavan Port and New Palghar station new double line (22 Km)</b>	<b>1,507</b>
<b>64</b>	<b>Deshalpar – Hajipir – Luna and Vayor – Lakhpat new line (145 Km)</b>	<b>2,526</b>

**As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (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:-**

<b>Category</b>	<b>No of Projects</b>	<b>Total Length NL/GC/DL (km)</b>	<b>Length Commissioned till Mar'25 (Km)</b>	<b>Total Exp upto Mar'25 (₹ in Crore)</b>
<b>New Lines</b>	<b>154</b>	<b>16,142</b>	<b>3,036</b>	<b>1,45,318</b>
<b>Gauge Conversion</b>	<b>33</b>	<b>4,180</b>	<b>2,997</b>	<b>22,753</b>
<b>Doubling / Multitracking</b>	<b>244</b>	<b>15,644</b>	<b>6,736</b>	<b>1,22,858</b>
<b>Total</b>	<b>431</b>	<b>35,966</b>	<b>12,769</b>	<b>2,90,929</b>

**Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.**

**Some of the Projects recently completed are as follows:**

<b>S. No.</b>	<b>Name of project</b>	<b>Length (in Kms)</b>
<b>1</b>	<b>Udhampur- Srinagar- Baramulla new line</b>	<b>272</b>
<b>2</b>	<b>Bhairabi - Sairang New Line</b>	<b>51</b>
<b>3</b>	<b>Deoband - Roorkee New Line</b>	<b>27</b>

<b>S. No.</b>	<b>Name of project</b>	<b>Length (in Kms)</b>
<b>4</b>	<b>Churu - Ratangarh Doubling</b>	<b>43</b>
<b>5</b>	<b>Tori-Shivpur 3rd Line</b>	<b>44</b>
<b>6</b>	<b>Araria - Galgalia New Line</b>	<b>110</b>
<b>7</b>	<b>Himmatnagar - Khedbrahma Guage Conversion</b>	<b>55</b>
<b>8</b>	<b>Bahraich- Nanpara -Nepalganj Guage Conversion</b>	<b>56</b>
<b>9</b>	<b>Domingarh- Gorakhpur -Kusumi 3rd Line &amp; Gorakhpur -Nakaha Doubling</b>	<b>21</b>
<b>10</b>	<b>Vijapur - Ambaliyasan Guage Conversion</b>	<b>43</b>
<b>11</b>	<b>Pune- Miraj -Londa Doubling</b>	<b>467</b>
<b>12</b>	<b>Manmad - Jalgaon 3rd Line</b>	<b>160</b>
<b>13</b>	<b>Phephna -Indara- Mau -Shahganj Doubling</b>	<b>150</b>
<b>14</b>	<b>Adraj -Moti -Vijapur Guage Conversion</b>	<b>40</b>
<b>15</b>	<b>Katni -Bina 3rd Line</b>	<b>279</b>
<b>16</b>	<b>Gandhidham- Adipur Quadrupling</b>	<b>21</b>
<b>17</b>	<b>Khatuwas - Narnaul Doubling</b>	<b>24</b>
<b>18</b>	<b>Penukonda- Dharmavaram Doubling</b>	<b>42</b>

**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.**

**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 players, 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 and in-principle approvals for 288 more locations have been given.**

**Sanction of any railway project depends upon many parameters/factors which include the following:**

- **Anticipated traffic projections and Remunerativeness of the proposed route**

**-:10:-**

- **First and last mile connectivity provided by the project**
- **Connection of missing links and providing additional route**
- **Augmentation of congested/saturated lines**
- **Demands raised by State Governments/Central Ministries/Public representatives,**
- **Railway's own operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

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

- **Land acquisition**
- **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.**

**-:11:-**

- **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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