

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 5399  
TO BE ANSWERED ON 25.03.2026**

**DEVELOPMENT OF RAIL INFRASTRUCTURE IN CHHATTISGARH**

**5399. SHRI BRIJMOHAN AGRAWAL:**

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

- (a) the status of progress of railway stations selected under Amrit Bharat Station Scheme (ABSS) in the country;**
- (b) whether Government is aware of delay in ABSS selected stations in Chhattisgarh and if so, the details of checks put in place to speed up the work to ensure the convenience to the citizens;**
- (c) the steps taken/being taken by the Government to decongest the existing railway lines in Chhattisgarh;**
- (d) the details of completion status and projected economic impact of critical local line expansions particularly for the Dallirajhara-Rowghat-Jagdarpur railway project;**
- (e) the manner in which these combined initiatives (DFC, HSR, and local expansions) address the State's ongoing conflict between prioritizing bulk freight logistics and improving passenger train punctuality;**
- (f) the details of the number of new railway trains to be added for the State including expansion of frequency of existing trains such as Delhi-Bilaspur rajdhani express;**
- (g) the expected increase in coal evacuation capacity upon completion of the ongoing railway corridor projects in the State; and**
- (h) the timelines set for completion of these rail infrastructure projects aimed at strengthening energy supply logistics?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (h) 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 the Amrit Bharat Station Scheme. Out of these, 32 stations are located in**

**Chhattisgarh. The name of stations identified under Amrit Bharat Station Scheme in Chhattisgarh are as following:**

<b>State</b>	<b>No. of Stations</b>	<b>Name of Stations</b>
<b>Chhattisgarh</b>	<b>32</b>	<b>Akaltara, Ambikapur, Baikunthpur Road, Balod, Baradwar, Belha, Bhanupratappur, Bhatapara, Bhilai, Bhilai Nagar, Bhilai Power House, Bilaspur, Champa, Dallirajhara, Dongargarh, Durg, Hathbandh, Jagdalpur, Janjgir Naila, Korba, Mahasamund, Mandir Hasaud, Marauda, Nipania, Pendra Road, Raigarh, Raipur Jn, Raj Nandgaon, Sarona, Tilda-Neora, Urkura, Uslapur</b>

**Completed stations:**

**Development works at railway stations under Amrit Bharat Station Scheme in Chhattisgarh have been taken up at a good pace. Till now, works of 05 stations have been completed. The name of stations completed in Chhattisgarh are as following:**

<b>State</b>	<b>No. of stations</b>	<b>Name of stations</b>
<b>Chhattisgarh</b>	<b>05</b>	<b>Ambikapur, Bhanupratappur, Bhilai, Dongargarh, Urkura</b>

**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:**

- **Bhilai Power House station:** The works of new second entry station building, improvement of main entry station building, platform upgradation, improvement of waiting areas, development of circulating area, parking, lifts, escalators and 12 m Foot Over Bridge have been completed. The finishing works of station building and improvement of illumination on platforms have been taken up.
- **Dallirajhara station:** The works of improvement of station building, waiting areas, toilet, platform upgradation and Public Address System have been completed. The works of improvement of circulating area, landscaping, art & culture works, signage and improvement of illumination on platforms have been taken up.
- **Raipur Junction station:** The works of utility shifting and relocation at second entry side have been completed. The structural works of second entry station building, multi level parking facility on both main and second entry side, service buildings and development of circulating area at second entry side have been taken up.
- **Sarona station:** The works of new second entry station building, improvement of main entry station building, platform upgradation, improvement of waiting areas, development of circulating area, parking, Public Address System, lifts, escalators and 12 m Foot Over Bridge have been completed. The finishing works of station building, landscaping, art & culture and improvement of illumination on platforms have been taken up.

**Further redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are**

**undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.**

**Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits. Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction including damages are taken immediately. This is a continuous and ongoing process.**

**Development / Upgradation of stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.**

**Development / Upgradation / Modernization of stations including 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. Chhattisgarh is covered under the jurisdiction of two railway**

**zones, namely, South East Central Railway and East Coast Railway. For these zones, an allocation (RE) of ₹ 1,163 crore has been made for the financial year 2025-26, out of which an expenditure (up to February, 2026) of ₹ 974 crore has been incurred so far.**

### **DFC Project**

**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) has been taken up.**

**DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. Presently, 443 average trains per day are being run on these corridors.**

**Further, recently new DFC corridor between Dankuni and Surat has been announced. This corridor will pass through Chhattisgarh.**

### **High-Speed Project**

**Presently, Mumbai–Ahmedabad High Speed Rail (MAHSR) Project (508 kms) passing through Maharashtra and Gujarat is under execution.**

**Further, to strengthen the national transport infrastructure and provide a fillip to regional economic growth, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026–27:**

- (i) Mumbai–Pune**
- (ii) Pune–Hyderabad**
- (iii) Hyderabad–Bengaluru**
- (iv) Hyderabad–Chennai**
- (v) Chennai–Bengaluru**
- (vi) Delhi–Varanasi**
- (vii) Varanasi–Siliguri**

**HSR projects are highly capital intensive and any decision for taking up new project is based on many factors such as technical feasibility, financial & economic viability, traffic demand and availability of funds & financing options etc.**

### **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 Chhattisgarh is as under:**

<b>Period</b>	<b>Outlay</b>
<b>2009-2014</b>	<b>₹311 Cr/year</b>
<b>2025-2026</b>	<b>₹6,925 Cr ( More than 22 times)</b>

## Track Construction

The details of Commissioning/laying of new track falling fully/partly in the State of Chhattisgarh during 2009-14 and 2014-24 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	32 Km	6.4 Km/Year
2014-25	1189 Km	108.1 Km/Year ( more than 15 times )

## Projects sanctioned

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025(in Km)	Total Exp. upto March, 2025 (Rs. in Cr.)
New Line	6	609	184	6,154
Doubling/Multitracking	20	1,323	839	10,171
<b>Total</b>	<b>26</b>	<b>1,932</b>	<b>1,023</b>	<b>16,325</b>

As on 01.04.2025, 26 projects (06 New Line and 20 Doubling), covering total length of 1,932 Km length, costing ₹31,619 crore, falling fully/partly in the State of Chhattisgarh, have been sanctioned. The summary is as under:

## Recently completed projects

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

<b>SN</b>	<b>Name of Project</b>	<b>Cost (Rs. in Cr.)</b>
<b>1</b>	<b>Kharsia-Dharamjaigarh New Line (100 Km)</b>	<b>3,438</b>
<b>2</b>	<b>Raipur-Titlagarh Doubling (203 Km)</b>	<b>2,640</b>
<b>3</b>	<b>Salka Road-Khongsara doubling (26 Km)</b>	<b>181</b>
<b>4</b>	<b>Durg-Rajnandgaon doubling (31 Km)</b>	<b>250</b>
<b>5</b>	<b>Khodri-Anuppur doubling with flyover at Bilaspur (72 Km)</b>	<b>792</b>
<b>6</b>	<b>Bilaspur-Urkura 3rd line (110 Km)</b>	<b>365</b>
<b>7</b>	<b>Champa-Jharsuguda 3rd Line (152 Km)</b>	<b>1,227</b>
<b>8</b>	<b>Pendra Road –Annupur 3rd Line (50 Km)</b>	<b>394</b>

### **Ongoing Projects**

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

<b>S.No.</b>	<b>Name of Project</b>	<b>Total Cost (Cr)</b>
<b>1</b>	<b>Gevra Road-Pendra Road New Line (135 Km)</b>	<b>3,724</b>
<b>2</b>	<b>Dharamjaigarh-Korba New Line (63 Km)</b>	<b>1,686</b>
<b>3</b>	<b>Sardega-Bhalumunda New double Line (37 Km)</b>	<b>1,282</b>
<b>4</b>	<b>Kirandul-Jagdalpur Doubling (150 Km)</b>	<b>1,500</b>
<b>5</b>	<b>Jagdalpur-Koraput Doubling (107 Km)</b>	<b>1,547</b>
<b>6</b>	<b>Jharsuguda-Bilaspur -4th line (206 Km)</b>	<b>2,596</b>
<b>7</b>	<b>Rajnandgaon-Nagpur 3<sup>rd</sup> line (228 Km)</b>	<b>3,545</b>
<b>8</b>	<b>Boridand- Ambikapur Doubling (80 Km)</b>	<b>1,243</b>
<b>9</b>	<b>Rajnandgaon - Dongargarh 4th Line (31 Km)</b>	<b>328</b>
<b>10</b>	<b>Bhatapara- Hathbandh 4th Line (16 Km)</b>	<b>177</b>

<b>S.No.</b>	<b>Name of Project</b>	<b>Total Cost (Cr)</b>
<b>11</b>	<b>Kharsia – Parmalkasa 5th and 6th line (278 Km)</b>	<b>7,854</b>

**Further, Railway has taken up the work of Dallirajhara-Rowghat-Jagdalpur new line project (235 Km). An expenditure of Rs. 1028 Cr. has been incurred upto March 2025 and an outlay of Rs. 85 Cr. has been provided for this project for the financial year 2025-26. Status of the project is as under:**

<b>Section</b>	<b>Status</b>
<b>Dallirajhara-Taroki (77 Km)</b>	<b>Commissioned.</b>
<b>Taroki-Rowghat (18 Km)</b>	<b>Work has been completed.</b>
<b>Rowghat-Jagdalpur (140 Km)</b>	<b>Land acquisition has been taken up.</b>

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

- **Anticipated traffic projections and remunerativeness of the proposed route**
- **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 operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

**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.**

### **New Railway Trains**

**As the Railways network straddles across State boundaries, trains are operated across such boundaries as per network requirement. However, Indian Railways consistently endeavors to augment and strengthen train connectivity on its network.**

**At present, New Delhi-Bilaspur sector is served by 09 pairs of train services including the bi-weekly services of 12441/12442 New Delhi Bilaspur Rajdhani Express and daily services of 18477/78 Kalinga Utkal Express and 18237/38 Chhatisgarh Express.**

<b>SN</b>	<b>Train No. &amp; Name</b>
<b>1</b>	<b>12409/12410 Hazrat Nizamuddin - Raigarh Gondwana Express</b>
<b>2</b>	<b>12441/12442 New Delhi-Bilaspur Rajdhani Express</b>

<b>3</b>	<b>12823/12824 Hazrat Nizamuddin - Durg Chhattisgarh Sampark Kranti Express</b>
<b>4</b>	<b>12549/12550 Martyr Captain Tushar Mahajan-Durg Express</b>
<b>5</b>	<b>18237/18238 Bilaspur - Amritsar Chhattisgarh Express</b>
<b>6</b>	<b>22867/22868 Hazrat Nizamuddin - Durg Humsafar Express</b>
<b>7</b>	<b>20847/20848 Martyr Captain Tushar Mahajan - Durg Express</b>
<b>8</b>	<b>20807/20808 Amritsar - Visakhapatnam Hirakund Express</b>
<b>9</b>	<b>18477/18478 Yog Nagari Rishikesh - Puri Kalinga Utkal Express</b>

**Besides, introduction of new trains/increase in frequency of train services is an on-going process, which depends on various factors including-**

- **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.**
- **Occupancy and the traffic requirement of the section.**

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