

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 5483
TO BE ANSWERED ON 25.03.2026**

MEERUT-BIJNOR RAILWAY LINE

†5483. SHRI ARUN GOVIL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the preparation of the Detailed Project Report (DPR) has commenced following the approval of the Final Location Survey (FLS) in August 2022 for the railway line from Meerut to Bijnor via Mawana and Hastinapur;**
- (b) if so, the timeline for its completion;**
- (c) whether the construction of this rail line is likely to impact the Meerut-Delhi Rapid Rail and Meerut Metro;**
- (d) if so, the details of the Government's assessment of this impact; and**
- (e) the details of the estimated impact on tourism in the historic city of Hastinapur due to the construction of this rail line?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Meerut and Bijnor are connected on existing Indian Railway Network via Hapur & Gajraula. To provide additional connectivity, survey for Daurala (Meerut) – Hastinapur - Bijnor (64 km) new rail line was sanctioned. The survey has been completed and Detailed Project Report (DPR) has been prepared.

After preparation of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As

sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

The Delhi – Meerut Namo Bharat RRTS corridor and Meerut Metro corridor has been completed and commissioned. The alignment of Daurala (Meerut) – Hastinapur – Bijnor new rail line (64 km) is not affected by RRTS corridor.

Uttar Pradesh :

Railway Budget:

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

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

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	5272 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 (Rs. in Cr.)
New Line	10	1227	340	10517
Gauge Conversion	02	67	-	281
Doubling/Multitracking	37	2513	983	19813
Total	49	3807	1323	30611

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 (Rs. in Cr.)
1	Meerut-Muzaffarnagar Doubling (55 Km)	430
2	Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 Km)	342
3	Ballia-Ghazipur city Doubling (65 Km)	650
4	Ghazipur city-Tarighat New Line (17 Km)	1766
5	Gonda-Gorakhpur Loop Gauge Conversion (260 Km)	863
6	Gonda-Bahraich Gauge Conversion (60 Km)	318
7	Barabanki-Akbarpur Doubling (161 Km)	1700
8	Kaptanganj-Thawe-Chhapra Gauge Conversion (234 Km)	819
9	Pilibhit-Shahjahanpur Gauge Conversion (83 Km)	589
10	Indara-Dohrighat Gauge Conversion (34 Km)	213
11	Lucknow-Pilibhit Gauge Conversion (263 Km)	1634
12	Bhadoi-Janghai Doubling (31 Km)	168
13	Lahota-Bhadoi Doubling (39 Km)	184
14	Etawah-Mainpuri New Line (58 Km)	313
15	Phaphamau-Prayagraj Doubling (14 Km)	212
16	Muzaffarnagar-Tapri Doubling (52 Km)	525
17	Utretia-Raibareilly Doubling (66 Km)	662
18	Raibareilly-Amethi Doubling (60 Km)	668
19	Alamnagar-Utretia Doubling (20 Km)	358
20	Bhimsen—Jhansi Doubling (206 Km)	2620
21	Domingarh-Gorakhpur-Kusumhi - 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km)	508
22	Malhaur-Daliganj Doubling (13 Km)	183

S. No.	Project	Cost (Rs. in Cr.)
23	Ruma Chakeri- Chandari 3rd Line (13 Km)	177
24	Bareilly-Pilibhit-Tanakpur Gauge Conversion (102 Km)	313
25	Rosa-Sitapur Cantt-Burhwal Doubling (181 Km)	2094
26	Jaunpur- Akbarpur (Tanda) Doubling (77 Km)	676
27	Ramna- Renukut-Singrauli Doubling (160 Km)	2436
28	Janghai- Phaphamau Doubling (47 Km)	414
29	Varanasi-Madhosingh-Prayagraj Doubling (120 Km)	2018
30	Karaila Road- Shaktinagar Doubling (32 Km)	763
31	Deoband (Muzzafarnagar)-Roorkee (27 Km)	1289
32	Agra-Etawah New Line(110 Km)	427
33	Phephna-Indara, Mau-Shahganj Doubling (150 Km)	1778

Ongoing projects:

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

SN.	Project	Cost (Rs. in Cr.)
1	Barabanki-Burhwal 3rd Line (27 Km)	426
2	Burhwal- Gonda Kacheri 4th line (56 Km)	796
3	Burhwal-Gonda 3rd Line (62 Km)	1118
4	Bahraich- Khalilabad New Line (240 Km)	4940
5	Katra-Ayodhya Dham Doubling (10 Km)	466
6	Pt. Deen Dayal Upadhyaya- Prayagraj 3rd Line (150 Km)	2649
7	Billi-Chunar Doubling (102 Km)	1424
8	Chhapra-Ballia Doubling (65 km)	1046
9	Unchhar-Amethi New Line (66 Km)	1229
10	Etah-Kasganj New Line (29 Km)	389
11	Gorakhpur- Valmikinagar Doubling (96 Km)	1121
12	Varanasi-Pt. Deen Dayal Upadhyaya 3rd and 4th Line (15 Km)	2464
13	Jhansi-Khairar-Manikpur & Khairar-Bhimsen Doubling (431 Km)	4330
14	Sahjanwa-Dohrighat New Line (81 Km)	1320

15	Kuberpur-Yamuna Bridge 3rd line (10 Km)	170
16	Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km)	1508
17	Dilkusha-Malhaur 3rd Line (8 km)	164
18	Bypass/Chord line at Ayodhya Cantt. (between Salarpur-Masodha) (6 Km)	97
19	Didarganj - Shahganj - Bilwai Chord line (6 km)	137
20	Varanasi Shivpur 3rd line (6 Km)	76
21	Jaunpur Jn.- Zafarabad Doubling (6 Km)	177
22	Bhatni - Aurnihar Doubling (117 km)	2529
23	Mathura-Jhansi 3rd line (274 km)	5924
24	Agra Fort and Bandikui Doubling (150 km)	988
25	Janghai-Pratapgarh- Amethi Doubling (87 km)	1197
26	Barabanki-Malhaur - 3rd & 4th Line (33 km)	407
27	Phaphamau-Unchahar Doubling (72 km)	971
28	Aunrihar - Varanasi City 3rd Line (31 Km)	76

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 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 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
