

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 1809
TO BE ANSWERED ON 29.07.2026**

GOPALPUR–RAYAGADA NEW RAILWAY LINE

1809. SHRI SAPTAGIRI SANKAR ULAKA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the present status of the Final Location Survey (FLS) sanctioned for the proposed Gopalpur–Rayagada New Railway Line including the alignment, stations proposed and expected date of completion of the survey;**
- (b) whether the Government has received representations seeking examination of an alternative alignment connecting Akhusingi–Naira–Gudari–Bankili/Durgi with the proposed Gunupur–Therubali Railway Line instead of the presently contemplated merger near Ramanaguda and if so, the details thereof and the action taken thereon;**
- (c) whether the Government is aware that Gudari lacks railway connectivity despite being an NAC (Notified Area Council) and Block Headquarters in Rayagada district serving a large tribal and rural population, remains without railway connectivity;**
- (d) whether the Government proposes to conduct a Preliminary Engineering-cum-Traffic Survey or feasibility study of the alternative alignment through Gudari; and**
- (e) if so, the details and timeline thereof and, if not, the reasons therefor?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Gopalpur and Rayagada are already connected on Indian Railway Network via Vizianagram Jn. However to provide a direct alternate connectivity Final Location Survey (FLS) for Gopalpur – Rayagada New Railway Line (250 Km) has been sanctioned. The Field Survey Work has

been taken up for preparation of Detailed Project Report (DPR) which involves finalisation of techno-economically feasible alignment based on study of alternate alignments, connectivity to economic nodes and consultation with various stake holders such as State Government, Forest Department, District Revenue officials, Industries/Mines etc.

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.

ODISHA

Railway Budget:

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

Period	Outlay
2009-14	₹ 838 Cr./year
2026-27	₹ 10,928 Cr. (More than 13 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Odisha is as under:

Period	New Track Commissioned	Average Commissioning of new tracks per year
2009-14	267 Km	53 Km
2014-26	2,236 Km	186 Km (More than 3.5 times)

Project Sanctioned:

As on 01.04.2026, 55 projects (19 New Lines and 36 Doubling/Multi-tracking), of a total length of 4,256 Km, costing ₹ 81,739 crore, falling fully/partly in Odisha, are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'26 (in Km)	Total Exp upto Mar'26 (₹ in Cr)
New Lines	19	1,544	277	7,288
Doubling/Multi-tracking	36	2,712	1,309	21,675
Total	55	4,256	1,586	28,963

Recently Completed Projects:

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

S. No.	Name of Project	Cost (In Crores of ₹)
1	Daitari-Banspani New Line and Jakhapura-Haridaspur 3 rd Line (179 Km)	1,317
2	Jharsuguda - Sardega New Line (53 Km)	1,598
3	Haridaspur-Paradeep New Line (82 Km)	2,397
4	Angul-Sukinda New Line (104 Km)	2,834
5	Champa-Jharsuguda 3 rd Line (152 Km)	1,227
6	Sambalpur-Titlagarh Doubling (182 Km)	2,262
7	Rourkela-Jharsuguda 3 rd Line (101 Km)	1,313
8	Banspani- Jakhapura Doubling (164 Km)	1,827
9	Sambalpur-Talcher Doubling (174 Km)	1,539
10	Raipur - Titlagarh Doubling (203 Km)	1,171
11	Jharsuguda-Sardega Doubling (50 Km)	3,200

Ongoing Projects:

Further, some of the main projects falling fully/partly in Odisha which have been taken up are as under:

S. No.	Name of Project	Total Cost (In Crores of ₹)
1	Junagarh-Nabarangpur New Line (116 Km)	2,865

S. No.	Name of Project	Total Cost (In Crores of ₹)
2	Nabarangpur-Jeypore New Line (41 Km)	748
3	Jeypore-Malkangiri New Line (130 Km)	2,344
4	Malkangiri – Pandurangapuram New Line (174 Km)	3,592
5	Buramara-Chakulia New Line (60 Km)	1,459
6	Gunupur-Therubali New Line (74 Km)	1,166
7	Puri - Konark New Line (32 Km)	492
8	Badampahar-Kendujhargarh New Line (82 Km)	1,876
9	Bangriposi-Gorumahisani New Line (86 Km)	2,269
10	Bargarh Road-Nawapara Road New Line (138 Km)	2,622
11	Nergundi - Vizianagaram 3rd Line (385 Km)	4,963
12	Vizianagram-Titlagarh 3rd Line (265 Km)	6,996
13	Sambalpur - Jarapada 3rd and 4th line (127 Km)	3,574
14	Budhapank- Salegaon via Rajatgarh 3rd & 4th Line (170 Km)	3,035
15	Kottavalasa-Koraput Doubling (189 Km)	3,580
16	Koraput-Singapur Road Doubling (165 Km)	2,462
17	Jagdalpur-Koraput Doubling (107 Km)	1,547
18	Jharsuguda-Bilaspur 4th line (206 Km)	2,596
19	Jharsuguda-Sason 3rd and 4th line (35 Km)	1,113
20	Bondamunda-Ranchi Doubling (159 Km)	3,029
21	Narayangarh-Bhadrak 3rd line (153 Km)	3,425
22	Bhadrak-Nergundi 3rd Line (92 Km)	1,632
23	Cuttack-Nergundi 4th line along with Rail flyover at Nergundi (16 Km)	759
24	Dangoaposi-Jaroli (Banspani) 3rd & 4th Line (43 Km)	1,638
25	Jarapada- Budhapank 3rd & 4th Line with flyover at Talcher (101 Km)	929
26	Flyover from Bondamunda A Cabin to Bondamunda Link B Cabin (5 Km)	135

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**
- **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.
