

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 607
TO BE ANSWERED ON 22.07.2026**

RAILWAY INFRASTRUCTURE EXPANSION IN MADHYA PRADESH

607. SHRI GANESH SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of railway infrastructure projects including new lines, doubling, tripling, station redevelopment, electrification and capacity enhancement works being implemented in Madhya Pradesh out of the record capital expenditure provided to Indian Railways in recent years;**
- (b) the details of the amount of railway investment allocated to Madhya Pradesh and the major projects sanctioned or under execution in the State during the Financial Year 2026–27;**
- (c) the details of the progress made in railway capacity augmentation, freight infrastructure, station redevelopment, electrification and passenger amenities in the Satna–Maihar–Katni corridor, along with the expected benefits for passengers, industries and mineral transportation; and**
- (d) the details of the growth recorded in freight loading and passenger traffic in Madhya Pradesh including the contribution of the State towards Indian Railways achieving the historic milestone of over hundred crore tonnes freight loading during the last decade?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) : 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:

Period	Outlay
2009-14	₹632 crore/year
2026-27	₹15,188 crore (nearly 24 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Madhya Pradesh is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-26	2,893 Km	241 Km/year (More than 8 times)

Project Sanctioned:

As on 01.04.2026, 32 projects (10 New Lines, 02 Gauge Conversion and 20 Doubling), of total length of 5,584 Km, costing ₹1,26,939 crore falling fully/partly in Madhya Pradesh are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned Upto March- 26 (Km)	Expenditure upto March-26 (₹ in Cr.)
New Lines	10	1,936	621	19,435
Gauge Conversion	02	809	457	7,771
Doubling / Multitracking	20	2,839	1,037	18,876
Total	32	5,584	2,115	46,082

Recently completed projects:

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

S.No.	Name of Project	Cost (₹ in Crores)
1	Anuppur - Katni 3rd Line (166 Km)	2,311
2	Pendra Road - Anuppur 3rd Line (50 Km)	394
3	Bhopal-Bina 3rd Line (145 Km)	1,075

S.No.	Name of Project	Cost (₹ in Crores)
4	Bina-Kota Doubling (283 Km)	2,477
5	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
6	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
7	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1,268
8	Itarsi-Budhni 3rd Line (25 Km)	286
9	Barkhera-Bhopal 3rd Line (41 Km)	473
10	Nimach-Chittaurgarh Doubling (56 Km)	560
11	Budhni-Barkhera 3rd Line (27 Km)	1,703
12	Indore-Dewas-Ujjain Doubling (79 Km)	757
13	Guna- Etawah New Line (348 Km)	683
14	Ramna-Singrauli Doubling (160 Km)	2,436
15	Karaila Road- Shaktinagar Doubling (32 Km)	763
16	Katni-Bina 3rd Line (260 Km)	3,138
17	Nimach-Ratlam Doubling (133 Km)	1,475

Ongoing projects:

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

S. No.	Project	Cost (₹ in Crores)
1	Katni- Grade separator / Bypass (35 Km)	2,300
2	Katni- Singrauli Doubling (257 Km)	4,377
3	Lalitpur- Khajuraho New Line (541 Km)	8,914
4	Ramganjmandi-Bhopal New Line (277 Km)	5,073
5	Indore-Budni New Line (198 Km)	7,474
6	Nimach-Badi Sadri New Line (48 Km)	896
7	Gwalior-Sheopurkalan Gauge Conversion (284 Km)	3,947
8	Itarsi- Nagpur 3rd Line (280 Km)	2,607
9	Jhansi-Bina 3rd Line (153 Km)	2,002

S. No.	Project	Cost (₹ in Crores)
10	Mathura-Jhansi 3rd Line (274 Km)	5,961
11	Jhansi- Manikpur & Khirar-Bhimsen Doubling (431 Km)	4,330
12	Satna-Rewa Doubling (50 Km)	616
13	Manmad - Indore New Line (360 Km)	18,529
14	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
15	Dahod-Indore New Line (205 Km)	9,746
16	Chhota Udepur-Dhar New Line (147 Km)	1,994
17	Ratlam-Nagda 3rd and 4th Line (41 Km)	964
18	Vadodara-Ratlam 3rd and 4th Line (259 Km)	8,885
19	Ratlam-Akola Gauge Conversion (525 Km)	18,811
20	Bina-Itarsi 4th Line (237 km)	4,329
21	Itarsi-Nagpur 4th Line (297 Km)	5,010
22	Gondia-Jabalpur Doubling (231 Km)	5,236
23	Nagda-Mathura 3rd & 4th Line (568 Km)	16,403

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.

To further improve the connectivity in Katni-Maihar-Satna section, Final Location Survey (FLS) for 3rd line between Katni- Maihar - Satna - Manikpur

(176 km) has been sanctioned. Field 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 depend upon appraisal and approval by various stakeholders.

Station Development

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 and upgrade the stations of Indian Railways. The master planning, keeping in view the necessity of each station, 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/subway to commensurate with passenger traffic**
- Provision of lifts/escalators/ramps**
- Improvement of platform surface/ provision of platform shelter**
- Provision of kiosks for local products through schemes like ‘One Station One Product’**
- Parking development**
- Amenities for Divyangjans**
- Better passenger information systems**

- **Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.**

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 80 stations, including Katni Jn., Katni Murwara, Katni South, Maihar, Satna station are located in Madhya Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in Madhya Pradesh are as following:

State	No. of Stations	Name of Stations
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, Biyavra Rajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, Katni Murwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram, Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh,

State	No. of Stations	Name of Stations
		Ujjain, Umaria, Vidisha, Vikramgarh Alot

Development works at railway stations under Amrit Bharat Station Scheme in Madhya Pradesh have been taken up at a good pace. Details of stations completed in Madhya Pradesh are as under:

State	No. of stations	Name of stations
Madhya Pradesh	19	Ashoknagar, Balaghat, Beohari, Bhind, Chhindwara, Harpalpur, Junnor Deo, Katni South, MCS Chhatarpur, Nainpur Junction, Narmadapuram, Orchha, Sanchi, Seoni, Shajapur, Shivpuri, Shridham, Tikamgarh, Vidisha

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:

- **Katni Junction station:** The works of improvement of station building, entry and exit porches, waiting halls, improvement of platform surface, platform shelter, signage, amenities for Divyangjan and new toilet block have been completed. The works of 12 m wide foot over bridge, lifts and escalators have been taken up.
- **Katni Murwara station:** The works of improvement of station building, entry and exit porches, waiting halls, new toilet block, improvement of platform surface, platform shelter, signage and amenities of Divyangjan have been completed. The works of 12 m wide foot over bridge, lifts and escalators have been taken up.

- **Maihar station:** The works of improvement of station building, entry and exit porches, raising and surfacing of platforms no. 1, 2 & 3, improvement of platform shelter at platform no. 1, 2 & 3, improvement of circulating area, waiting hall, amenities of Divyangjan, new toilet blocks and signage have been completed. The works of 12 m wide foot over bridge, lifts and escalators have been taken up.
- **Satna station:** The works of departure station building (front side), arrival station building (front side), departure/arrival station building (rear side) and Pay & Use toilets have been taken up.
- **Sihora Road station:** The works of improvement of station building, platform raising and surfacing of platform no. 1 & 2, new toilet blocks, improvement of waiting hall, improvement of circulating area & parking, provision of 12 m wide foot over bridge, improvement of circulating area and parking at second entry and improvement of amenities for Divyangjan have been completed. The works of lifts and escalators have been taken up.

Further, development / 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.

Development / Upgradation of railway stations is a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal

cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

Development / upgradation / modernisation of stations including under 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 station-wise or state-wise. Madhya Pradesh is covered under the jurisdiction of seven railway zones, namely, Central Railway, East Central Railway, North Central Railway, South Central Railway, South East Central Railway, Western Railway and West Central Railway. For these zones, an allocation of ₹ 5,285 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 2,318 crore has been incurred so far.

ROBs/RUBs

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway.

Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc. No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (1,361 Nos. in the State of Madhya Pradesh)

As on 01.06.2026, 4993 Nos. ROBs/ RUBs works are sanctioned at a cost of approx. ₹ 1,17,492 Cr on Indian Railways including 313 Nos. ROBs/ RUBs

works at a cost of approx. ₹ 8,018 Cr in the state of Madhya Pradesh which are at various stages of planning and execution.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- 1. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- 2. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- 3. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**

Railway Electrification

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been

electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

In Madhya Pradesh, entire existing BG network has been electrified. Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.

Freight Loading and Passenger Traffic (Including Madhya Pradesh)

Year	Revenue Freight Loading (In Million Tonnes)	No. of Passenger (in Crores)
2024-25	~1,617	~729
2025-26	~1,670	~760
