

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 4003
TO BE ANSWERED ON 12.08.2026**

RAILWAY LINES FROM SITAPUR TO NEPAL BORDER

†4003. SHRI RAKESH RATHOR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government proposes to lay a new railway line from Sitapur district to Nepal border via Tehsil Laharpur, Tambaur, Sevtā and Bahraich district of Uttar Pradesh for which survey has already been conducted;**
- (b) if so, the details thereof including present status, estimated cost and tentative date for commencement of work of the said proposed project; and**
- (c) if not, whether the Government proposes to implement the said project while reviewing commercial, religious and public utility of said railway line in future as the said railways is likely to ease travel to religious places like Pashupati Nath Mandir, birth place of Gautam Buddha Lumbini and birth place of Mata Sita Janakpur but also connect Sitapur district to Hardoi, Lakhimpur Kheri, Shahjahanpur, Barabanki districts and State capital Lucknow through railway network and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): Sitapur and Bahraich are already connected through existing railway network via Burhwal and Gonda. Moreover, to establish/improve rail connectivity to Nepal border/surrounding area, following works/surveys have been taken up:

SN	Project	Status
1	Bahraich-Nepal Ganj Gauge Conversion (56 Km)	Project has been completed recently.
2	Bahraich-Khalilabad New Line (240 Km)	The project has been notified as “Special Railway Project” for acquisition of land through State Government. Major section-wise progress is as under: Khalilabad-Bansi (54 Km): • 246.81 Ha. out of 254.44 Ha. land has been acquired. • 37.03L Cum. out of 61.71L Cum. earth work has been completed. • Section involves construction of 26 major bridges and 7 station buildings. • 27 out of 56 RUBs have been completed. • 4 ROBs have been planned. Bansi-Ikauna (120 Km): 48.02 Ha. out of 568.22 Ha. land has been acquired. Ikauna-Bahraich (66 Km): 274.17 Ha. out of 329.60 Ha. land has been acquired.
3	Sitapur City-Bahraich New Line (99 Km)	Final Location Survey (FLS) has been sanctioned for preparation of Detailed Project Report (DPR).
4	Mailani-Bhira Kheri Gauge Conversion (16 Km)	FLS has been sanctioned for preparation of DPR.
5	Bhira Kheri-Rai Bhoja New Line (120 Km)	FLS has been sanctioned for preparation of DPR.
6	Rai Bhoja-Nanpara Gauge Conversion (13 Km)	FLS has been sanctioned for preparation of DPR.
7	Ghaziabad-Shahjahanpur-Sitapur 3rd and 4th Line (403 Km)	Project has been sanctioned recently at a cost of ₹14,926 Cr.
8	Burhwal-Sitapur City 3rd and 4th Line (103 Km)	Project has been sanctioned recently at a cost of ₹2,276 Cr.

After preparation of DPR, sanctioning of project requires consultation with various stakeholders 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 appraisals and approvals by various stakeholders.

Religious places of Pashupatinath Mandir (Kathmandu), Lumbini and Janakpur are located outside India in Nepal. Sitapur, Hardoi, Lakhimpur Kheri, Shahjahanpur, Barabanki and Lucknow are already connected through existing railway network.

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
2026-27	₹20,012 crore (More than 18 times)

Track construction:

The details of constructing new tracks falling fully/partly in the State of Uttar Pradesh are as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	996 Km	199 Km per year
2014-26	5,499 Km	458 Km per year (More than 2 times)

Projects sanctioned:

As on 01.04.2026, 49 projects (09 New Line, 01 Gauge Conversion and 39 Doubling) of 3,691 Km length, costing ₹62,417 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'26 (₹ in Cr.)
New Line	09	1,200	365	11,885
Gauge Conversion	01	11	0	27
Doubling/ Multitracking	39	2,480	985	21,631
Total	49	3,691	1,350	33,543

Recently completed projects:

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

SN.	Project	Cost (₹ in Cr.)
1	Meerut-Muzaffarnagar Doubling (55 Km)	430
2	Ballia-Ghazipur City Doubling (65 Km)	650
3	Ghazipur City-Tarighat New Line (17 Km)	1,766
4	Gonda-Gorakhpur Loop Gauge Conversion (260 Km)	863
5	Gonda-Bahraich Gauge Conversion (60 Km)	318
6	Barabanki-Akbarpur Doubling (161 Km)	1,700
7	Kaptanganj-Chhapra Gauge Conversion (234 Km)	819
8	Pilibhit-Shahjahanpur Gauge Conversion (83 Km)	589
9	Indara-Dohrighat Gauge Conversion (34 Km)	213
10	Lucknow-Pilibhit Gauge Conversion (263 Km)	1,634
11	Bhadoi-Janghai Doubling (31 Km)	168
12	Lahota-Bhadoi Doubling (39 Km)	184
13	Etawah-Mainpuri New Line (58 Km)	313
14	Phaphamau-Prayagraj Doubling (14 Km)	212
15	Muzaffarnagar-Tapri Doubling (52 Km)	525
16	Utretia-Raibareilly Doubling (66 Km)	662
17	Raibareilly-Amethi Doubling (60 Km)	668
18	Alamnagar-Utretia Doubling (20 Km)	358
19	Bhimsen-Jhansi Doubling (206 Km)	2,620
20	Domingarh-Kusumhi 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km)	508

21	Malhaur-Daliganj Doubling (13 Km)	183
22	Ruma Chakeri-Chandari 3rd Line (13 Km)	177
23	Bareilly-Tanakpur Gauge Conversion (102 Km)	313
24	Rosa-Burhwal Doubling (181 Km)	2,094
25	Jaunpur-Akbarpur Doubling (77 Km)	676
26	Ramna-Singrauli Doubling (160 Km)	2,436
27	Janghai-Phaphamau Doubling (47 Km)	414
28	Varanasi-Prayagraj Doubling (120 Km)	2,018
29	Karaila Road-Shaktinagar Doubling (32 Km)	763
30	Deoband-Roorkee New Line (27 Km)	1,289
31	Agra-Etawah New Line(110 Km)	427
32	Phephna-Indara, Mau-Shahganj Doubling (150 Km)	1,778
33	Janghai-Pratapgarh-Amethi Doubling (87 km)	1,429
34	Burhwal-Gonda 3rd Line (62 Km)	1,308

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 (₹ in Cr.)
1	Barabanki-Burhwal 3rd Line (27 Km)	426
2	Burhwal-Gonda Kacheri 4th Line (56 Km)	796
3	Katra-Ayodhya Dham Doubling (10 Km)	466
4	Pt. Deen Dayal Upadhyaya-Prayagraj 3rd Line (150 Km)	2,649
5	Billi-Chunar Doubling (102 Km)	1,424
6	Chhapra-Ballia Doubling (65 Km)	1,046
7	Etah-Kasganj New Line (29 Km)	389
8	Gorakhpur-Valmikinagar Doubling (96 Km)	1,121
9	Varanasi-Pt. Deen Dayal Upadhyaya 3rd and 4th Line (15 Km)	2,464
10	Jhansi-Manikpur & Khairar-Bhimsen Doubling (431 Km)	4,330
11	Sahjanwa-Dohrighat New Line (81 Km)	1,320
12	Prayagraj (Iradatganj)-Manikpur 3rd Line (84 Km)	1,508
13	Bhatni-Aunrihar Doubling (117 Km)	2,529
14	Mathura-Jhansi 3rd Line (274 Km)	5,961
15	Agra Fort-Bandikui Doubling (150 Km)	988

16	Barabanki-Malhaur 3rd & 4th Line (33 Km)	450
17	Phaphamau-Unchahar Doubling (72 Km)	899
18	Aunrihar-Varanasi City 3rd Line (31 Km)	497
19	Nagda-Mathura 3rd & 4th Line (568 Km)	16,403

In last three years 2023-24, 2024-25, 2025-26 and current financial year 2026-27, 78 surveys (13 New Line, 02 Gauge Conversion and 63 Doubling) covering a total length of 3,860 Km has been sanctioned falling fully/partly in the State of Uttar Pradesh.

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.**

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.**
