

Indian Railways Recently Completes Key Infrastructure Projects Spanning Over 1,900 km to Strengthen Rail Connectivity Across the Nation

Key Railway Projects Including Udhampur–Srinagar–Baramulla, Bairabi–Sairang, Pune–Miraj–Londa and Katni–Bina Lines Completed

Effective & Speedy Implementation of Key Rail Projects Strengthened Passenger Connectivity, Boosted Freight Efficiency and Are Driving India's Socio-Economic Growth

Indian Railways Sanctions 308 New Line, Gauge Conversion and Doubling Projects Worth ₹2,93,000 Crore Over the Last 5 Years to Expand Network Capacity

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Capacity enhancement of the railway network has been taken up by Indian Railways in a big way during the last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.6 Km/day (more than 2 times)

Some of the Projects recently completed are as follows:

S. No.	Name of project	Length (in Kms)
1	Udhampur- Srinagar- Baramulla new line	272
2	Bhairabi - Sairang New Line	51

3	Deoband - Roorkee New Line	27
4	Churu - Ratangarh Doubling	43
5	Tori-Shivpur 3rd Line	44
6	Araria - Galgalia New Line	110
7	Himmatnagar - Khedbrahma Gauge Conversion	55
8	Bahraich- Nanpara -Nepalganj Gauge Conversion	56
9	Domingarh- Gorakhpur -Kusumi 3rd Line & Gorakhpur -Nakaha Doubling	21
10	Vijapur - Ambaliyan Gauge Conversion	43
11	Pune- Miraj -Londa Doubling	467
12	Manmad - Jalgaon 3rd Line	160
13	Phephna –Indara- Mau -Shahganj Doubling	150
14	Adraj -Moti -Vijapur Gauge Conversion	40
15	Katni -Bina 3rd Line	279
16	Gandhidham- Adipur Quadrupling	21
17	Khatuwas - Narnaul Doubling	24
18	Penukonda- Dharmavaram Doubling	42

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 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
- 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.

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- Regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.

During the last 05 years, 308 projects (New Line, Gauge Conversion and Doubling) costing approx. ₹ 2,93,000 Crore have been sanctioned on Indian Railways. This will enhance the capacity of railway network to run more number of trains.

Some of the major projects sanctioned are as follows:

SN	Project Name	Cost (₹ in Crore)	
1	Chopan – Chunar doubling (102 Km)	1,553	
2	Guntur – Bibinagar doubling (239 Km)	3,238	
3	Mudkhed – Medchal& Mahbubnagar – Dhone doubling (418 Km)	5,655	
4	Samakhiali – Gandhidham Quadrupling (53 Km)	1,571	
5	Merta City – Ras & Bypass at Merta Road new line (56 Km)	1,038	

6	Lumding – Furkating doubling (140 Km)	2,334	
7	Ajmer – Chanderiya doubling (178 Km)	1,813	
8	Motumari – Vishnupuram with RoR doubling (100 Km)	1,746	
9	Bikramshila – Katareah new line with new bridge on river ganga (26 Km)	2,549	
10	Gunupur – Therubali new line (74 Km)	1,326	
11	Malkangiri – Pandurangapuram new line (174 Km)	4,109	
12	Badampahar – Kendujhargarh new line (82 Km)	2,106	
13	Junagarh – Nabarangpur new line (116 Km)	3,274	
14	Buramara – Chakulia new line (60 Km)	1,639	
15	Ajanta Caves Rail Connectivity (174 Km)	7,105	
16	Bangriposi – Gorumahisani new line (86 Km)	2,549	
17	Chandil – Anara – Damodar 3rd line (121 Km)	2,170	
18	Bargarh Road – Nawapara Road new line (138 Km)	2,926	
19	Sardega – Bhalumuda new double line (37 Km)	1,360	
20	Varanasi – Pt. Deen Dayal Upadhyaya Multitracking with rail cum road bridge on river ganga (15 Km)	2,642	
21	Jalgaon – Manmad 4th line (160 Km)	2,773	
22	Bhusawal – Khandwa 3rd & 4th line (131 Km)	3,514	
23	Sambalpur – Jarapada 3rd & 4th line (127 Km)	3,916	
24	Jharsuguda – Sason 3rd & 4th line (35 Km)	1,181	
25	Gondia – Ballarshah doubling (240 Km)	4,819	
26	Kharsia – Naya Raipur – Parmalkasa 5th & 6th line (278 Km)	8,741	

27	Wardha – Balharshah Quadrupling (135 Km)	2,381	
28	Ballari – Chikjajur doubling (185 Km)	3,342	
29	Koderma – Barkakana doubling (133 Km)	3,063	
30	Itarsi – Nagpur 4th line (297 Km)	5,451	
31	Dangoaposi – Jaroli 3rd & 4th line (43 Km)	1,752	
32	Secunderabad – Wadi 3rd & 4th line (173 Km)	5,012	
33	Furkating – New Tinsukia doubling (194 Km)	3,634	
34	Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km)	2,192	
35	Gondia – Dongargarh 4th line (84 Km)	2,223	
36	Wardha – Bhusawal 3rd & 4th line (314 Km)	9,197	
37	Hosapete – Bellary quadrupling (65 Km)	2,372	
38	Kasara – Manmad 3rd & 4th line (131 Km)	10,154	
39	Punarakh – Kiul 3rd & 4th line (50 Km)	2,668	
40	Gamharia – Chandil 3rd & 4th line (55 Km)	1,168	
41	Sainthia- Pakhur 4th Line (81 Km)	1,569	
42	Santragachi- Kharagpur 4th line (111 Km)	2,905	
43	Nergundi – Barang & Khurda Road – Vizianagaram 3rd line (385 Km)	5,618	
44	Son Nagar – Andal Multi tracking (375 Km)	13,606	
45	Gorakhpur Cantt – Valmiki Nagar doubling (96 Km)	1,270	
46	Jaipur – Sawai Madhopur doubling (131 Km)	1,269	
47	Luni – Samdari – Bhildi doubling (272 Km)	3,531	

48	Narkatiaganj – Raxaul – Sitamarhi – Darbhanga & Sitamarhi – Muzaffarpur doubling (256 Km)	4,553	
49	Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km)	1,640	
50	Tirupati – Pakala – Katpadi doubling (104 Km)	1,332	
51	Ratlam – Nagda 3rd and 4th line (41 Km)	1,018	
52	Aluabari Road – New Jalpaiguri 3rd & 4th line (57 Km)	1,786	
53	Aurangabad (Chhatrapati Sambhajinagar) – Parbhani (177 Km)	2,179	
54	Bhagalpur – Dumka – Rampurhat doubling (177 Km)	3,169	
55	Itarsi – Bina 4th line (237 Km)	4,329	
56	Vadodara – Ratlam 3rd & 4th line (259 Km)	8,885	
57	Devbhumi Dwarka (Okha) – Kanalus doubling (141 Km)	1,457	
58	Badlapur – Karjat 3rd and 4th line (32 Km)	1,324	
59	Delhi – Ambala Cantt 3rd & 4th line (194 Km)	5,983	
60	Gondia – Jabalpur doubling (231 Km)	5,236	
61	Manmad – Indore new line (360 Km)	18,529	
62	Errupelam – Amaravati – Nambur new line (57 Km)	2,245	
63	Vadhavan Port and New Palghar station new double line (22 Km)	1,507	
64	Deshalpar – Hajipir – Luna and Vayor – Lakhpur new line (145 Km)	2,526	

This information was provided by the Union Minister for Railways, Information & Broadcasting and Electronics & Information Technology, Shri Ashwini Vaishnaw, in a reply to questions in Rajya Sabha today.

Dharmendra Tewari/ Dr. Nayan Solanki/ Ritu Raj

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