

Cabinet approves two multitracking projects covering 15 Districts across the states of Uttar Pradesh and Andhra Pradesh, increasing the existing network of Indian Railways by about 601 Kms

The total estimated cost of the projects is Rs 24,815 crore to be completed up to 2030-31

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The Cabinet Committee on Economic Affairs, chaired by the Prime Minister Shri Narendra Modi, today has approved 02 (Two) projects of Ministry of Railways with total cost of Rs. 24,815 crore (approx.). These projects include:

Name of Project	Route Length (in km)	Track Length (in km)	Completion Cost (Rs. in Cr.)
Ghaziabad – Sitapur 3 rd and 4 th Line	403	859	14,926
Rajahmundry (Nidadavolu) – Visakhapatnam (Duvvada) 3 rd and 4 th Line	198	458	9,889
Total	601	1,317	24,815

The increased line capacity will significantly enhance mobility, resulting in improved operational efficiency and service reliability for Indian Railways. These multi-tracking proposals are poised to streamline operations and alleviate congestion. The projects are in line with the Prime Minister Shri Narendra Modi's Vision of a New India which will make people of the region "Atmanirbhar" by way of comprehensive development in the area which will enhance their employment/ self-employment opportunities.

The projects are planned on PM-Gati Shakti National Master Plan with focus on enhancing multi-modal connectivity & logistic efficiency through integrated planning and stakeholder consultations. These projects will provide seamless connectivity for movement of people, goods, and services.

The 02 (Two) projects covering 15 Districts across the states of Uttar Pradesh and Andhra Pradesh will increase the existing network of Indian Railways by about 601 Kms.

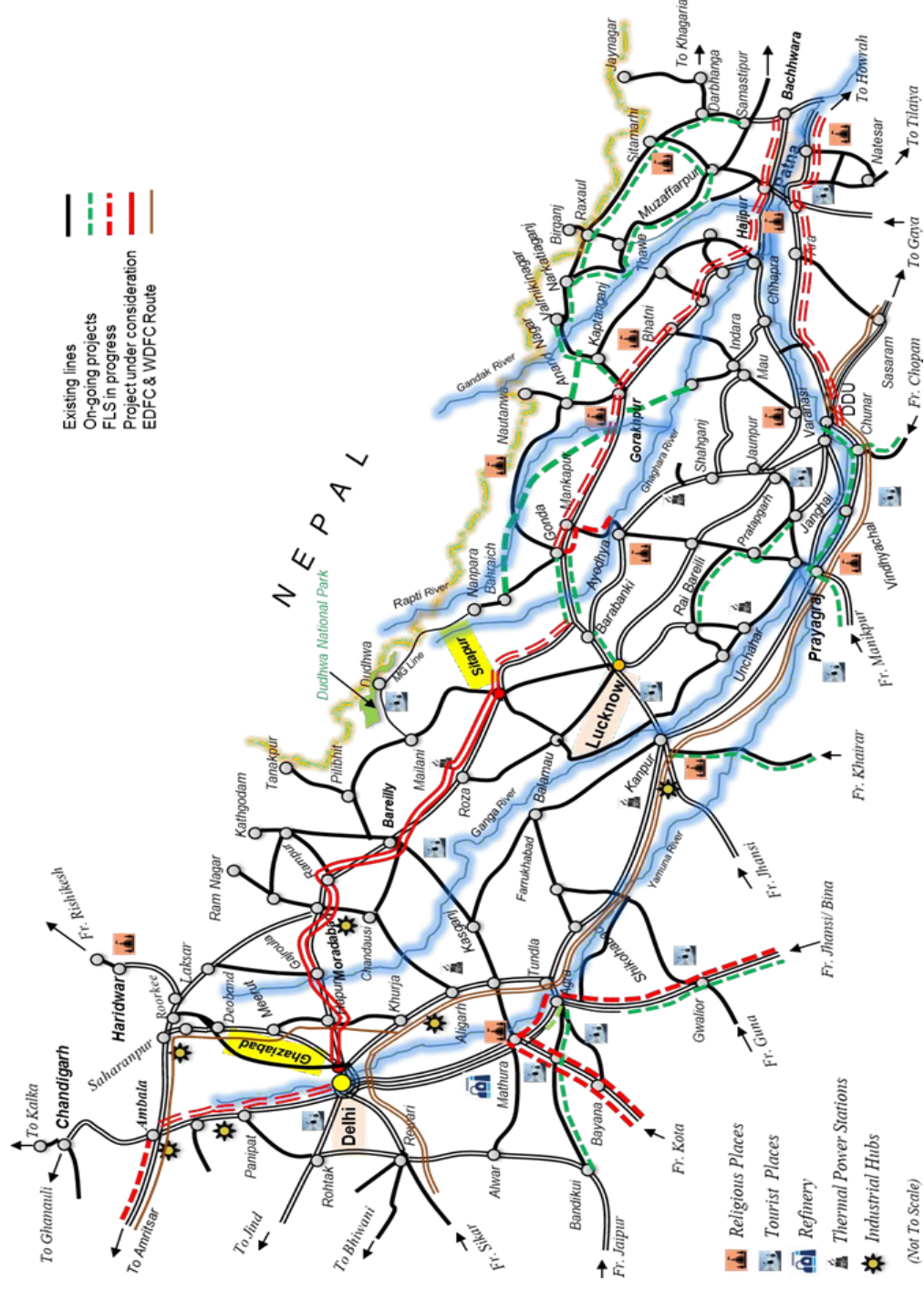
The proposed capacity enhancement will improve rail connectivity to several prominent tourist destinations across the country, including Dudheshwarnath Temple, Garhmukteshwar Ganga Ghat, Dargah Shah Wilayat Jama Masjid (Amroha), Naimisharanya (Sitapur), Annavaram, Antarvedi, Draksharamam, etc.

The proposed projects are essential routes for transportation of commodities such as coal, foodgrains, cement, POL, iron and steel, container, fertilizers, sugar, chemical salts, limestone, etc. The Railways being environment friendly and energy efficient mode of transportation, will help both in achieving climate goals and minimizing logistics cost of the country lowering CO₂ emissions (180.31Crore Kg) which is equivalent to plantation of 7.33 Crore trees.

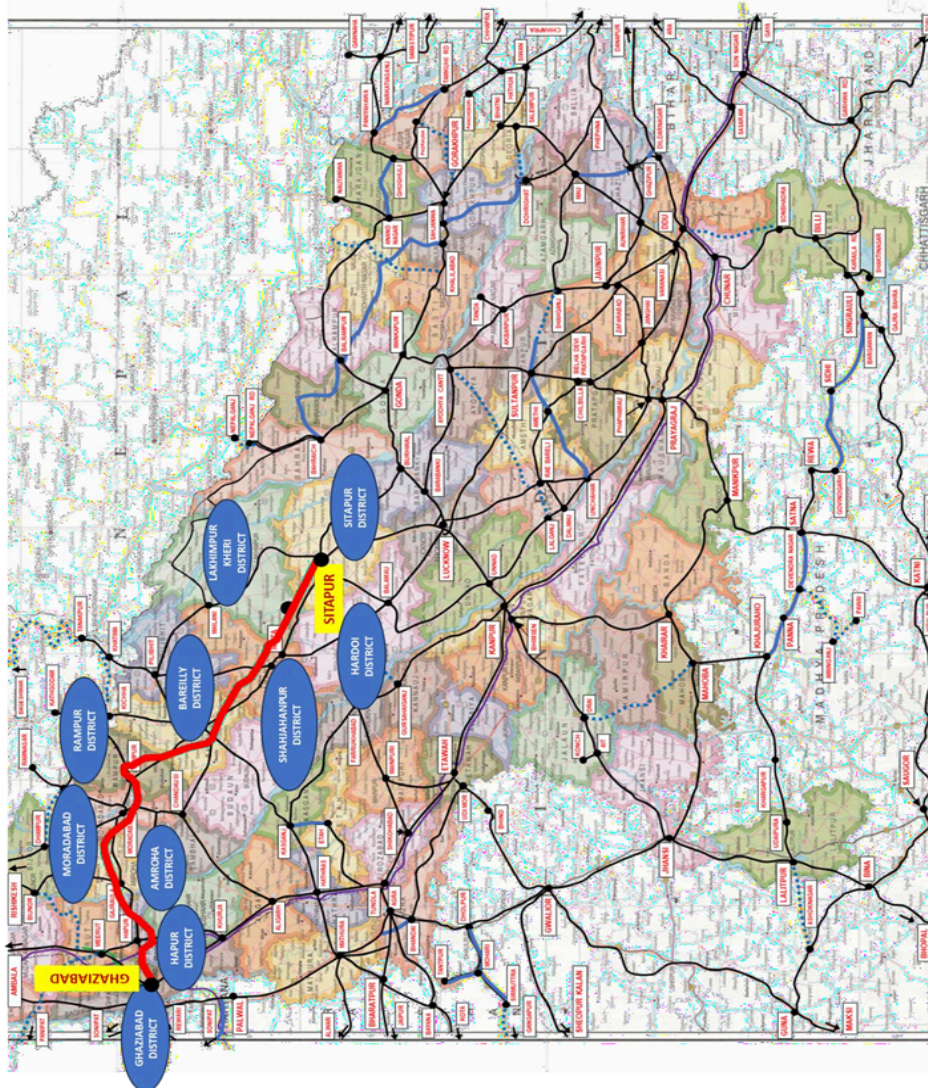
Ghaziabad – Sitapur 3rd and 4th Line (403 Km)

- Ghaziabad – Sitapur is an existing double line section forming a key part of Delhi- Guwahati High Density Network (HDN 4).
- The project is crucial for improving connectivity between the Northern and Eastern region of the country.
- The existing line capacity utilization of the section is up to 168% and is projected to be up to 207% in case the project is not taken up.
- Transverses through Ghaziabad, Hapur, Amroha, Moradabad, Rampur, Bareilly, Sahjahanpur, Lakhimpur Kheri and Sitapur districts of Uttar Pradesh.
- The project route passes through major industrial centres - Ghaziabad (machinery, electronics, pharmaceuticals), Moradabad (brassware and handicrafts), Bareilly (furniture, textiles, engineering), Shahjahanpur (carpets and cement-related industries), and Roza (thermal power plant).
- For seamless transportation, the project alignment is planned to bypass congested stations of Hapur, Simbhaoli, Moradabad, Rampur, Bareilly, Shahjahanpur, and Sitapur and accordingly, six new stations are proposed on the bypassing sections.
- Key tourist/religious places along/near to the project section are Dudheshwarnath Temple, Garhmukteshwar Ganga Ghat, Dargah Shah Wilayat Jama Masjid (Amroha), and Naimisharanya (Sitapur) among others.
- Anticipated additional freight traffic of 35.72 MTPA consisting of Coal, Foodgrains, Chemical Manures, Finished Steel, etc.
- Estimated Cost: Rs.14,926 crore (approx.)
- Employment generation: 274 lakh human-days.
- CO₂ emissions saved: About 128.77 crore Kg CO₂ equivalent to 5.15 Cr trees.
- Logistic cost saving: Rs. 2,877.46 crore every year vis-a vis road transportation.

Ghaziabad – Sitapur 3rd and 4th Line (403 Km)



Ghaziabad – Sitapur 3rd and 4th Line



Districts	State	Population (as per Census 2011)
Ghaziabad	Uttar Pradesh	47 Lakhs
Rampur	Uttar Pradesh	48 Lakhs
Amroha	Uttar Pradesh	23 Lakhs
Moradabad	Uttar Pradesh	44 Lakhs
Bareilly	Uttar Pradesh	40 Lakhs
Shahjahanpur	Uttar Pradesh	41 Lakhs
Lakhimpur Kheri	Uttar Pradesh	45 Lakhs
Hardoi	Uttar Pradesh	
Sitapur	Uttar Pradesh	

Legend
Existing Line
In Progress
Main Survey under Progress (NL)
Project Line
DFC/RTS

Uttar Pradesh

Rajahmundry (Nidadavolu) – Visakhapatnam (Duvvada) 3rd and 4th Line (198 Km)

- Rajahmundry (Nidadavolu) – Visakhapatnam (Duvvada) section forms part of the Howrah – Chennai High Density Network (HDN).
- The proposed project is part of quadrupling initiative of Howrah – Chennai High Density Network (HDN) route.
- The project traverses through East Godavari, Konaseema, Kakinada, Anakapalle and Vishakhapatnam districts of Andhra Pradesh.
- Visakhapatnam is identified as an Aspirational District in the Aspirational Districts Programme.
- It provides connectivity to major ports along the East Coast such as Visakhapatnam, Gangavaram, Machilipatnam and Kakinada.
- The project route runs along the eastern coastline and is among the busiest, predominantly freight-oriented sections of the East Coast Rail Corridor.
- The line capacity utilization of the section has already reached up to 130%, leading to frequent congestion and operational delays. The line capacity is expected to increase further due to proposed expansion of ports and industries in the region.
- Project section includes 4.3 km rail bridge over Godavari River, 2.67 km viaduct, 3 bypasses and the new alignment is around 8 km shorter than the existing route, improving connectivity and

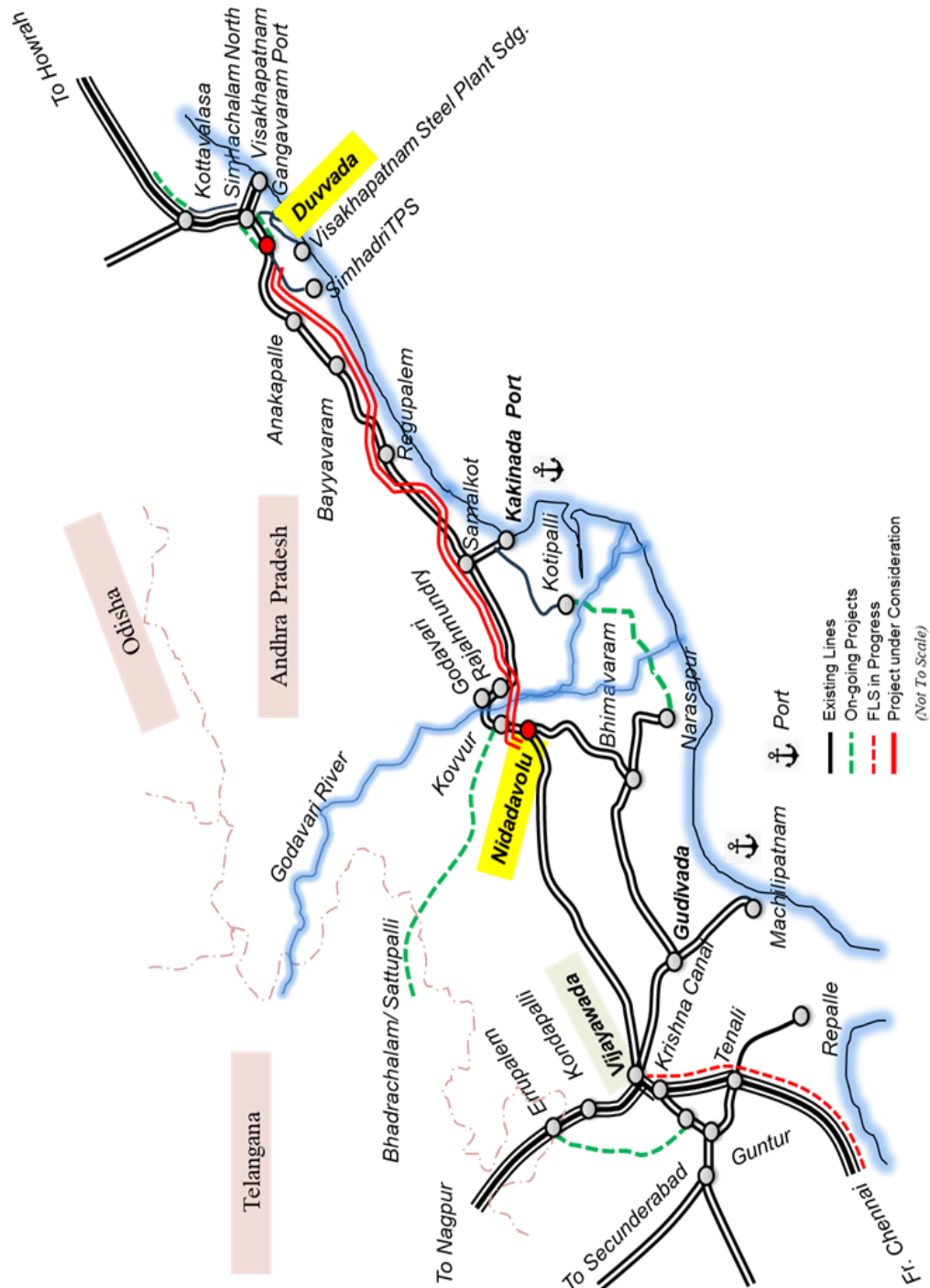
operational efficiency.

- The proposed section will also boost tourism by improving access to key destinations such as Annavaram, Antarvedi and Draksharamam etc.
- Anticipated additional freight traffic of 29.04 MTPA consisting of Coal, Cement, Chemical Manures, Iron and Steel, Foodgrains, Containers, Bauxite, Gypsum, Limestone, etc.
- Estimated Cost: Rs.9,889 crore (approx.)
- Employment generation: 135 lakh human-days.
- CO2 emissions saved: About 51.49 crore Kg CO2 equivalent to 2.06 Cr trees.
- Logistic cost saving: Rs. 1,150.56 crore every year vis-a vis road transportation.

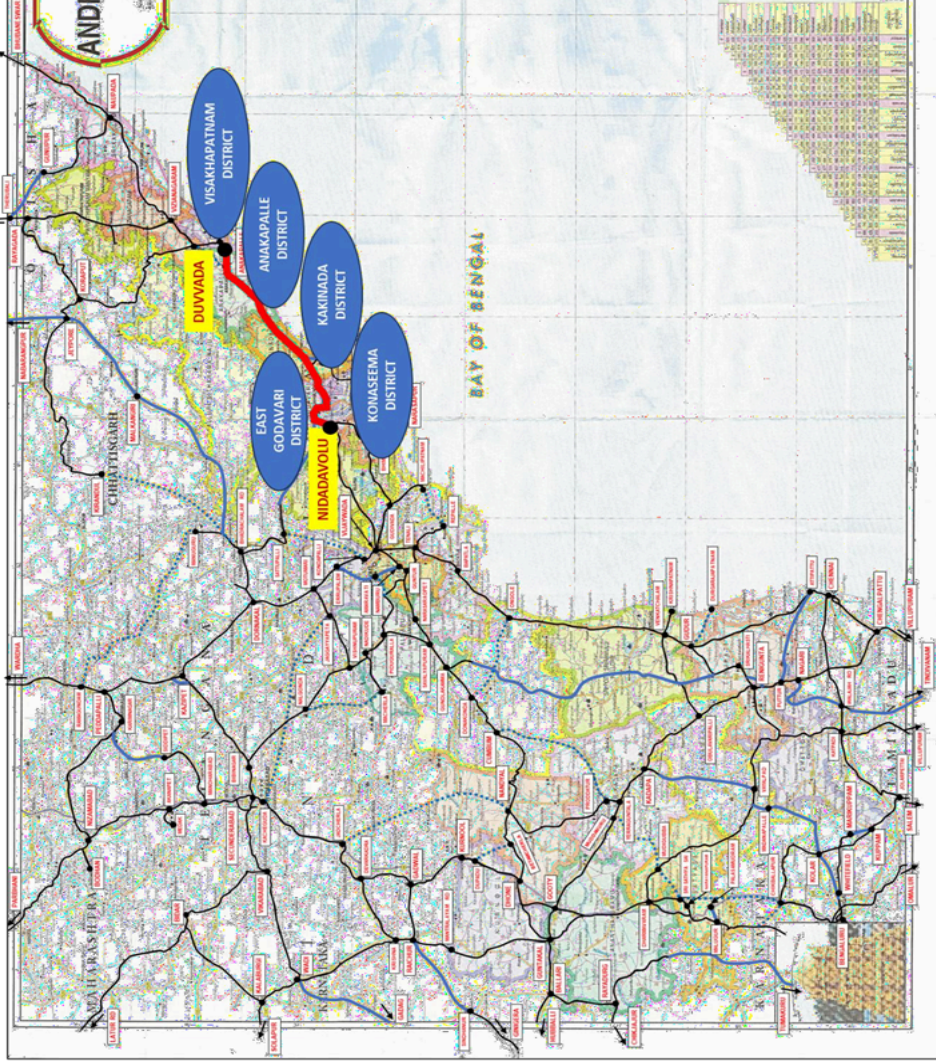
आर्थिक सशक्तिकरण:

- **Aspirational districts - Visakhapatnam** district will get improved connectivity
- Additional economic opportunities in the region through tourism & industries.
- Better healthcare and education for the citizens due to enhanced rail connectivity.

Rajahmundry (Nidadavolu) – Visakhapatnam (Duvvada) 3rd and 4th Line (198 Km)



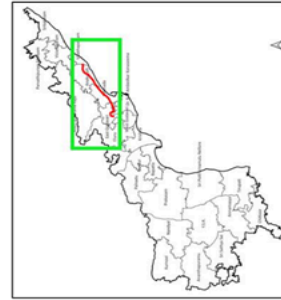
Rajahmundry (Nidadavolu) – Visakhapatnam (Nidadavolu) 3rd and 4th Line



Districts	State	Population (as per Census 2011)
Visakhapatnam	Andhra Pradesh	43 Lakhs
Anapalle	Andhra Pradesh	
Kakinada	Andhra Pradesh	
Konaseema	Andhra Pradesh	52 Lakhs
East Godavari	Andhra Pradesh	

Legend
Existing Line
In Progress
Main Survey under Progress (NL)
Project Line

Andhra Pradesh



Prime Minister's focus on railways:

- Record budget allocation of Rs. 2,65,000 crore for FY 26-27.
- Manufacturing more than 1600 locomotives- surpassed US and Europe in manufacturing of locomotive production
- In FY 26, Indian Railways is expected to rank among the top three freight carriers globally, moving 1.6 billion tonnes of cargo.
- India starts exporting metro coaches to Australia and bogie to United Kingdom, Saudi Arabia, France and Australia.

MJPS

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