

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 791  
TO BE ANSWERED ON 04.02.2026**

**EXPANSION OF RAILWAY NETWORK ACROSS COUNTRY**

**791. SHRI THARANIVENTHAN M S:  
SMT. MANJU SHARMA:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Government has received proposals from various States for the expansion of the railway network;**
- (b) if so, the details of such proposals received during the last five years, State/UT-wise;**
- (c) the details of the action taken or proposed to be taken by the Government on these proposals;**
- (d) the details of proposals related to the expansion of the railway network across the country including new routes planned or under-consideration;**
- (e) the criteria used by the Government to identify areas or routes without railway network and the manner in which regional connectivity gaps are addressed in this process;**
- (f) whether there is any plan to enhance railway connectivity to rural and remote areas currently deprived of railway facilities in Rajasthan and Tamil Nadu, if so, the details thereof; and**
- (g) the steps taken by the Government for the expansion of the railway network in the North Western Railway zone and Southern Railways?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (g): Railway projects are surveyed /sanctioned/executed Zonal Railway wise and not State-wise /District wise as the Railway projects may span across State/district boundaries.**

-:2:-

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned. The summary is as under:-

<b>Category</b>	<b>No of Projects</b>	<b>Total Length NL/GC/DL (km)</b>	<b>Length Commissioned till Mar'25 (Km)</b>	<b>Total Exp upto Mar'25 (₹in Cr)</b>
<b>New Lines</b>	<b>154</b>	<b>16,142</b>	<b>3,036</b>	<b>1,45,318</b>
<b>Gauge Conversion</b>	<b>33</b>	<b>4,180</b>	<b>2,997</b>	<b>22,753</b>
<b>Doubling / Multitracking</b>	<b>244</b>	<b>15,644</b>	<b>6,736</b>	<b>1,22,858</b>
<b>Total</b>	<b>431</b>	<b>35,966</b>	<b>12,769</b>	<b>2,90,929</b>

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

The details of commissioning/laying of new track across Indian Railways is given below:-

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

..P/3

During the last 05 years i.e. FY 2020-21, 2021-22, 2022-23, 2023-24, 2024-25 and in current FY 2025-26, 290 projects (New Line, Gauge Conversion and Doubling) of total length 13,176 Km costing approx. Rs.2,60,756 Crore have been sanctioned across Indian Railways. Furthermore, during this period, 1,048 surveys (325 New Line, 15 Gauge Conversion & 708 Doubling) of total length 71,611 Km have been sanctioned.

**Rajasthan:**

Railway projects in Rajasthan are covered by North Western Railway (NWR), North Central Railway (NCR), Northern Railway (NR), Western Railway (WR) zone of Indian Railways.

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

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>₹682 crore/year</b>
<b>2025-26</b>	<b>₹9,960 crore (Nearly 15 times)</b>

The details of commissioning/laying of new track falling fully/partly in the State of Rajasthan during 2009-14 and 2014-25 is as under:-

<b>Period</b>	<b>New Track Commissioned</b>	<b>Average commissioning of new tracks</b>
<b>2009-14</b>	<b>798 Km</b>	<b>159.60 Km/year</b>
<b>2014-25</b>	<b>3,815 Km</b>	<b>346.82 Km/year (More than 2 times)</b>

**As on 01.04.2025, 28 Railway projects (13 New Lines, 05 Gauge Conversion and 10 Doubling), of total length of 3,409 Km costing ₹43,918 crore falling fully/partly in the State of Rajasthan, are sanctioned. The summary is as under:-**

<b>Category</b>	<b>No. of projects</b>	<b>Total Length (in Km)</b>	<b>Length Commissioned (in Km)</b>	<b>Expenditure upto March 2024 (₹ in Cr)</b>
<b>New Lines</b>	<b>13</b>	<b>981</b>	<b>196</b>	<b>5,769</b>
<b>Gauge Conversion</b>	<b>5</b>	<b>1,252</b>	<b>788</b>	<b>6,829</b>
<b>Doubling/ Multitracking</b>	<b>10</b>	<b>1,176</b>	<b>254</b>	<b>6,357</b>
<b>Total</b>	<b>28</b>	<b>3,409</b>	<b>1,238</b>	<b>18,954</b>

**Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.**

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

<b>S.No.</b>	<b>Name of Project</b>	<b>Latest Cost (₹ in crore)</b>
<b>1</b>	<b>Bangurgram-Ras New Line (28 km)</b>	<b>175</b>
<b>2</b>	<b>ThaiyatHamira-Sonu New Line (58 Km)</b>	<b>350</b>
<b>3</b>	<b>Suratpura- Sriganganagar Gauge Conversion (241 Km)</b>	<b>896</b>
<b>4</b>	<b>Sadulpur-Bikaner &amp; Ratangarh-Degana Gauge Conversion (438 Km)</b>	<b>886</b>
<b>5</b>	<b>Jaipur -Churu &amp; Sikar-Loharu Gauge Conversion (320 Km)</b>	<b>1,105</b>
<b>6</b>	<b>Bhagat ki Kothi-Luni Doubling (28 Km)</b>	<b>128</b>
<b>7</b>	<b>Rani-Keshav Ganj Doubling (59 Km)</b>	<b>290</b>
<b>8</b>	<b>Guriya-Marwar &amp; Karjoda-Palanpur Doubling (49 Km)</b>	<b>251</b>
<b>9</b>	<b>Rani-Marwar Doubling (52 Km)</b>	<b>346</b>
<b>10</b>	<b>Abu Road-Swaroop Ganj Doubling (26 Km)</b>	<b>195</b>
<b>11</b>	<b>Abu Road-Sarotra Road Doubling (24 Km)</b>	<b>152</b>
<b>12</b>	<b>Alwar-Bandikui Doubling (60 Km)</b>	<b>450</b>
<b>13</b>	<b>Ajmer-Bangurgram Doubling (48 Km)</b>	<b>375</b>
<b>14</b>	<b>Bangurgram-Guriya Patch Doubling (47 Km)</b>	<b>395</b>
<b>15</b>	<b>Degana-Rai ka Bagh Doubling (146 Km)</b>	<b>809</b>
<b>16</b>	<b>Bina-Kota Doubling (283 Km)</b>	<b>2,476</b>
<b>17</b>	<b>Nimach-Chittaurgarh Doubling (56 Km)</b>	<b>560</b>
<b>18</b>	<b>Dausa-Gangapur City Doubling (93 Km)</b>	<b>950</b>

<b>S.No.</b>	<b>Name of Project</b>	<b>Latest Cost (₹ in crore)</b>
<b>19</b>	<b>Phulera-Degana Doubling (108 Km)</b>	<b>702</b>
<b>20</b>	<b>Churu-Ratangarh Doubling (43 Km)</b>	<b>423</b>

**In addition to above, part of Western Dedicated Freight Corridor passing through Rajasthan from Dabla to Abu Road (603 Km) has also been completed.**

**Some of the main projects falling fully/partly in the State of Rajasthan which have been taken up are as under:**

<b>S.No.</b>	<b>Name of Project</b>	<b>Cost (₹ in crore)</b>
<b>1</b>	<b>Nimach-Badi Sadri New Line (48 Km)</b>	<b>495</b>
<b>2</b>	<b>Taranga Hill-Abu Road New Line (116 Km)</b>	<b>2,798</b>
<b>3</b>	<b>Ramganjmandi-Bhopal New Line (277 Km)</b>	<b>5,073</b>
<b>4</b>	<b>Pushkar-Merta New Line (51 Km)</b>	<b>800</b>
<b>5</b>	<b>Ringus-Khatu Shyam Ji New Line (17 Km)</b>	<b>254</b>
<b>6</b>	<b>Merta city-Ras New Line &amp; Bye Pass at Merta Road Station (56 Km)</b>	<b>947</b>
<b>7</b>	<b>Gwalior-Sheopurkalan Gauge Conversion with extension to Kota (284 Km)</b>	<b>2,913</b>
<b>8</b>	<b>Dholpur-Sirmuttra Gauge Conversion with extension to Gangapur City (145 Km)</b>	<b>747</b>

<b>S.No.</b>	<b>Name of Project</b>	<b>Cost (₹ in crore)</b>
<b>9</b>	<b>Mavli-Devgarh Madariya Gauge Conversion (83 Km)</b>	<b>969</b>
<b>10</b>	<b>Mathura-Jhansi 3<sup>rd</sup> Line (274 Km)</b>	<b>5,924</b>
<b>11</b>	<b>Agra Fort-Bandikui Doubling (150 Km)</b>	<b>988</b>
<b>12</b>	<b>Sawaimadhopur-Jaipur Doubling (131 Km)</b>	<b>1,204</b>
<b>13</b>	<b>Churu-Sadulpur &amp; Luni-Bhildi Doubling (330 Km)</b>	<b>3,554</b>
<b>14</b>	<b>Ajmer-Chanderiya Doubling (178 Km)</b>	<b>1,635</b>
<b>15</b>	<b>Bye Pass line at Sawaimadhopur (14 Km)</b>	<b>304</b>
<b>16</b>	<b>Rewari-Khatuwas Doubling (28 Km)</b>	<b>352</b>
<b>17</b>	<b>Khatuwas-Narnaul Doubling (24 Km)</b>	<b>313</b>
<b>18</b>	<b>Bye Pass line at Marwar (4 Km)</b>	<b>71</b>
<b>19</b>	<b>Bypass line at Churu (5 Km)</b>	<b>63</b>
<b>20</b>	<b>Bypass line at Samdari (1 Km)</b>	<b>26</b>
<b>21</b>	<b>Ramdevra-Pokhran new line (13 Km)</b>	<b>189</b>
<b>22</b>	<b>Lalgarh-Bikaner East Cabin doubling (11 Km)</b>	<b>279</b>

**In last three years, 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 59 surveys (25 new line & 34 doubling) of total length 5,666 Km falling fully/partly in the State of Rajasthan have been sanctioned in the state of Rajasthan.**

**Moreover to improve further connectivity in the State of Rajasthan, following surveys have been taken up:**

<b>S.No.</b>	<b>Name of Project</b>	<b>Length (In Km)</b>
<b>1</b>	<b>Anupgarh-Bikaner New Line &amp; Spur line from Rojhri to Khajuwala</b>	<b>185</b>
<b>2</b>	<b>Jaisalmer-Bhabhar/Bhildi New Line</b>	<b>380</b>
<b>3</b>	<b>Khajuwala-Jaisalmer New Line</b>	<b>260</b>
<b>4</b>	<b>Ringus-Loharu Doubling</b>	<b>172</b>
<b>5</b>	<b>Bypass line at Bikaner</b>	<b>43</b>
<b>6</b>	<b>Khatu Shyam Ji- Sujangarh New Line</b>	<b>45</b>
<b>7</b>	<b>Phalodi - Nagaur new line</b>	<b>148</b>
<b>8</b>	<b>Bypass at Jodhpur</b>	<b>80</b>
<b>9</b>	<b>Marwar Bhinmal - Marwar Ratanpur Doubling</b>	<b>43</b>
<b>10</b>	<b>Ajmer-Dausa New Line</b>	<b>236</b>
<b>11</b>	<b>Mandsor- Banswara New Line</b>	<b>168</b>
<b>12</b>	<b>Raas-Bilara New Line</b>	<b>53</b>
<b>13</b>	<b>Loharu-Pilani New Line</b>	<b>24</b>
<b>14</b>	<b>Jaipur-Phulera 3<sup>rd</sup> line</b>	<b>55</b>
<b>15</b>	<b>Sonu- Ramgarh New Line</b>	<b>20</b>
<b>16</b>	<b>Bikaner East - Ratangarh Junction Doubling</b>	<b>130</b>
<b>17</b>	<b>Elevated Rail Corridor from Delhi to Jaipur via Rewari</b>	<b>310</b>
<b>18</b>	<b>Rewari - Sadulpur Doubling</b>	<b>141</b>
<b>19</b>	<b>Narnaul - Phulera Doubling</b>	<b>164</b>
<b>20</b>	<b>Bhatinda - Jaisalmer Doubling</b>	<b>635</b>

## Tamil Nadu

Railway infrastructure projects falling fully/partly in the State of Tamil Nadu are covered under Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zone of Indian Railways.

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

Period	Outlay
2009-14	₹879 crore/year
2025-26	₹ 6,626 crore (more than 7.5 times)

As on 01.04.2025, 15 projects (09 new line, 03 gauge conversion and 03 doubling) of 1,700 km length, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (in km)	Length Commissioned upto Mar'25 (in km)	Expenditure upto Mar' 25 (₹ in Cr.)
New Line	9	812	24	1,337
Gauge Conversion	3	748	604	3,471
Doubling /Multitracking	3	140	37	2,783
<b>Total</b>	<b>15</b>	<b>1,700</b>	<b>665</b>	<b>7,591</b>

**Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.**

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

<b>S.N.</b>	<b>Project</b>	<b>Cost (₹in Crores)</b>
<b>1</b>	<b>Dindigal-Palani-Pollachi gauge conversion (121 km)</b>	<b>610</b>
<b>2</b>	<b>Pollachi-Palghat gauge conversion (56 km)</b>	<b>350</b>
<b>3</b>	<b>Pollachi-Podhanur gauge conversion (40 km)</b>	<b>400</b>
<b>4</b>	<b>Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)</b>	<b>1,122</b>
<b>5</b>	<b>Mayiladuturai-Thiruvarur-Karaikkudi gauge conversion (187 km)</b>	<b>1,338</b>
<b>6</b>	<b>Madurai-Bodiyakannur gauge conversion (90 km)</b>	<b>593</b>
<b>7</b>	<b>Chengalpattu-Villupuram doubling (102 km)</b>	<b>670</b>
<b>8</b>	<b>Tiruvallur-Arakkonam 4th line (27 km)</b>	<b>83</b>
<b>9</b>	<b>Chennai Central-Basin Bridge doubling (2 km)</b>	<b>31</b>
<b>10</b>	<b>Thanjavur-Ponmalai doubling (48 km)</b>	<b>370</b>
<b>11</b>	<b>Villupuram-Dindigul doubling (273 km)</b>	<b>2,000</b>
<b>12</b>	<b>Chennai Beach-Korukkupet 3rd line (5 km)</b>	<b>168</b>
<b>13</b>	<b>Chennai Beach-Attipattu 4th line (22 km)</b>	<b>293</b>
<b>14</b>	<b>Omalur-Metturdam Patch doubling (29 km)</b>	<b>327</b>

<b>S.N.</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>15</b>	<b>Chengalpattu-Villupuram and Tambaram- Chengalpattu-3rd line (133 km)</b>	<b>1,122</b>
<b>16</b>	<b>Salem-Magnesite Junction-Omalur doubling (11 km)</b>	<b>115</b>
<b>17</b>	<b>Madurai- Maniyachi-Tuticorin doubling (160 km)</b>	<b>1,891</b>
<b>18</b>	<b>Maniyachi-Nagercoil doubling (102 km)</b>	<b>1,752</b>
<b>19</b>	<b>Chennai Beach-Chennai Egmore doubling (4 km)</b>	<b>272</b>
<b>20</b>	<b>Karaikal-Peralam new line (23 km)</b>	<b>373</b>
<b>21</b>	<b>Northern End Port connectivity to Karaikal Port (1 km)</b>	<b>18</b>

**Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under :**

<b>S.N</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>1</b>	<b>Tindivanam-Nagari new line (184 km)</b>	<b>3,631</b>
<b>2</b>	<b>Morappur-Dharmapuri new line (36 km)</b>	<b>359</b>
<b>3</b>	<b>Nagapattinam-Tiruturaipundi new line (43 km)</b>	<b>742</b>
<b>4</b>	<b>Trivandrum-Kanyakumari doubling (87 km)</b>	<b>3,785</b>
<b>5</b>	<b>Arakkonam yard 3rd &amp; 4th line (6 km)</b>	<b>98</b>
<b>6</b>	<b>Perambur and Ambattur stations 5th &amp; 6th lines project (6 Km)</b>	<b>178</b>

In last three years i.e. 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 29 surveys (06 new line and 23 doubling) covering a total length of 2,501 km has been sanctioned falling fully/partly in the State of Tamil Nadu.

Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

<b>Total Land required for Projects in Tamil Nadu</b>	<b>4,326 ha</b>
<b>Land Acquired</b>	<b>1,052 ha (24%)</b>
<b>Balance Land to be acquired</b>	<b>3,274 ha (76%)</b>

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

Details of some major projects which are delayed due to land acquisition are as under:-

<b>SN</b>	<b>Name of the project</b>	<b>Total land required (in ha)</b>	<b>Land acquired (in ha)</b>	<b>Balance Land to be acquired (in ha)</b>
<b>1.</b>	<b>Tindivanam-Tiruvannamalai new line (71 km)</b>	<b>276</b>	<b>33</b>	<b>243</b>

<b>SN</b>	<b>Name of the project</b>	<b>Total land required (in ha)</b>	<b>Land acquired (in ha)</b>	<b>Balance Land to be acquired (in ha)</b>
<b>2.</b>	<b>Attiputtu-Puttur new line (88 km)</b>	<b>189</b>	<b>0</b>	<b>189</b>
<b>3.</b>	<b>Morappur-Dharmapuri new line (36 km)</b>	<b>92</b>	<b>45</b>	<b>47</b>
<b>4.</b>	<b>Mannargudi-Pattukkottai new line (41 km)</b>	<b>196</b>	<b>0</b>	<b>196</b>
<b>5.</b>	<b>Thanjavur-Pattukottai new line (52 km)</b>	<b>152</b>	<b>0</b>	<b>152</b>

**Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.**

**Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu.**

**Sanction of any railway project depend 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 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.**

**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.**