



सत्यमेव जयते

GOVERNMENT OF INDIA

Cabinet Briefing



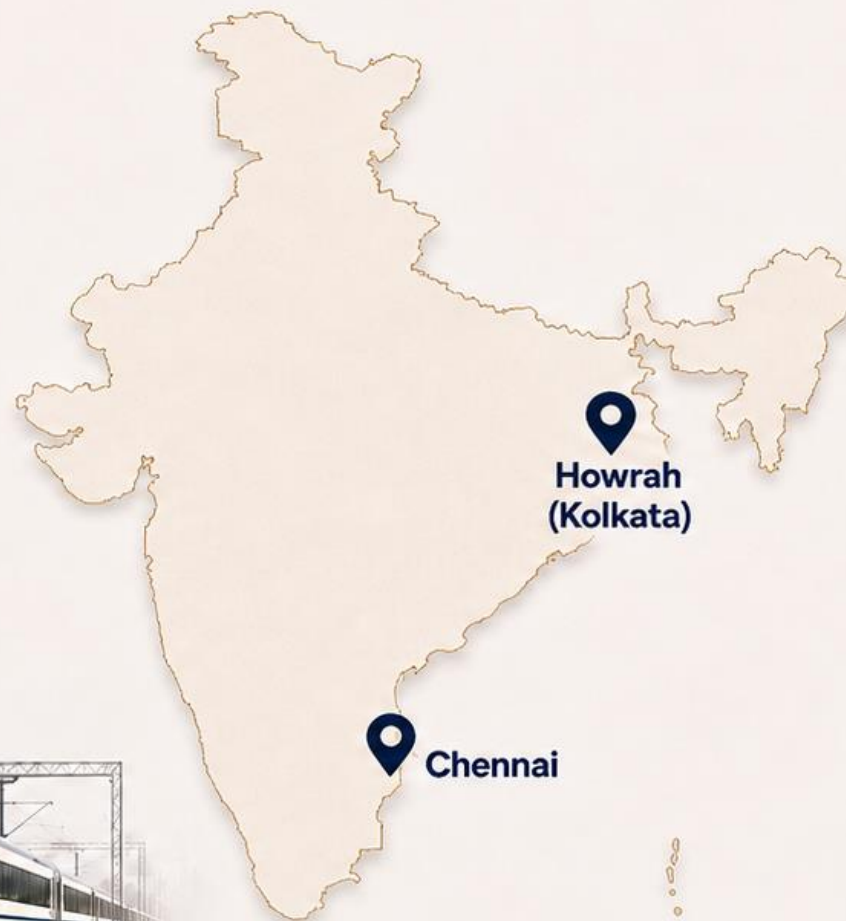
19th August, 2026

Cabinet Decisions

#	Decisions	Amount (₹)
1	Kharagpur – Bhadrak (Ranital) 4th Line	₹ 3,352 Cr
2	Bhadrak – Haridaspur 4th Line	₹ 1,583 Cr
3	Gummidipundi – Gudur 3 rd and 4 th Line	₹ 2,229 Cr
4	Cuttack – Paradeep 3rd and 4th line	₹ 2,286 Cr
5	4-lane highway Muzaffarpur – Sitamarhi - Sonbarsa	₹ 3,591 Cr
Total		₹13,041 Cr

Multitracking Railway Projects

on
Howrah – Chennai HDN Route



Howrah (Kolkata)



Chennai



Enhanced
Capacity



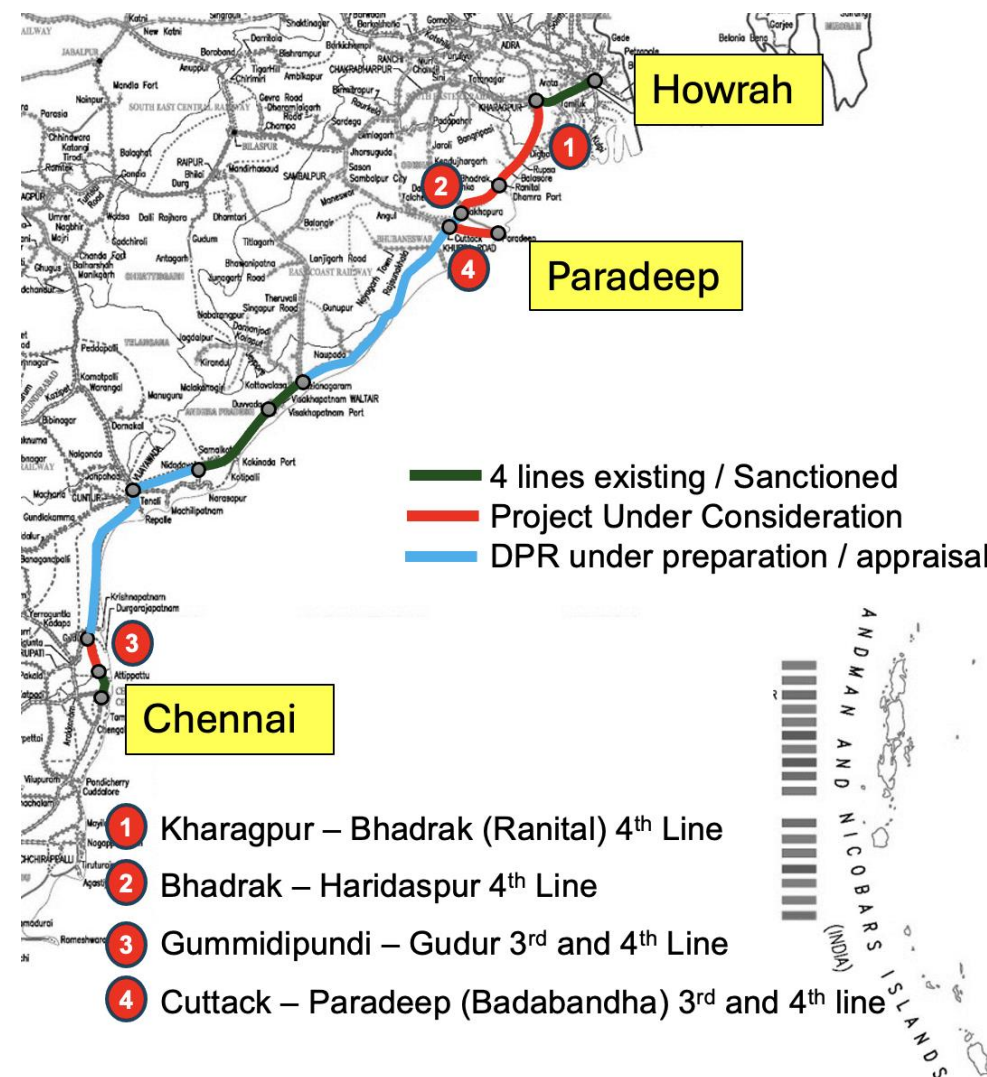
Improved Speed
& Efficiency



Driving Growth,
Connecting India

Multitracking Projects on Howrah–Chennai HDN Route

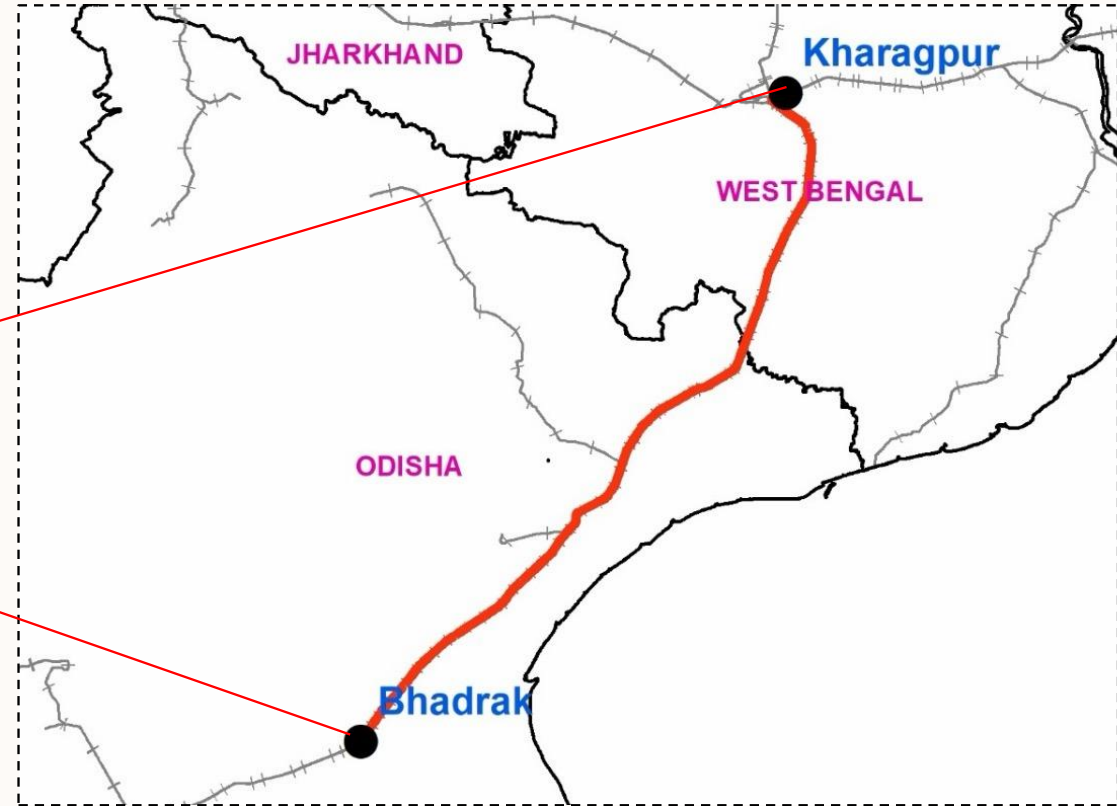
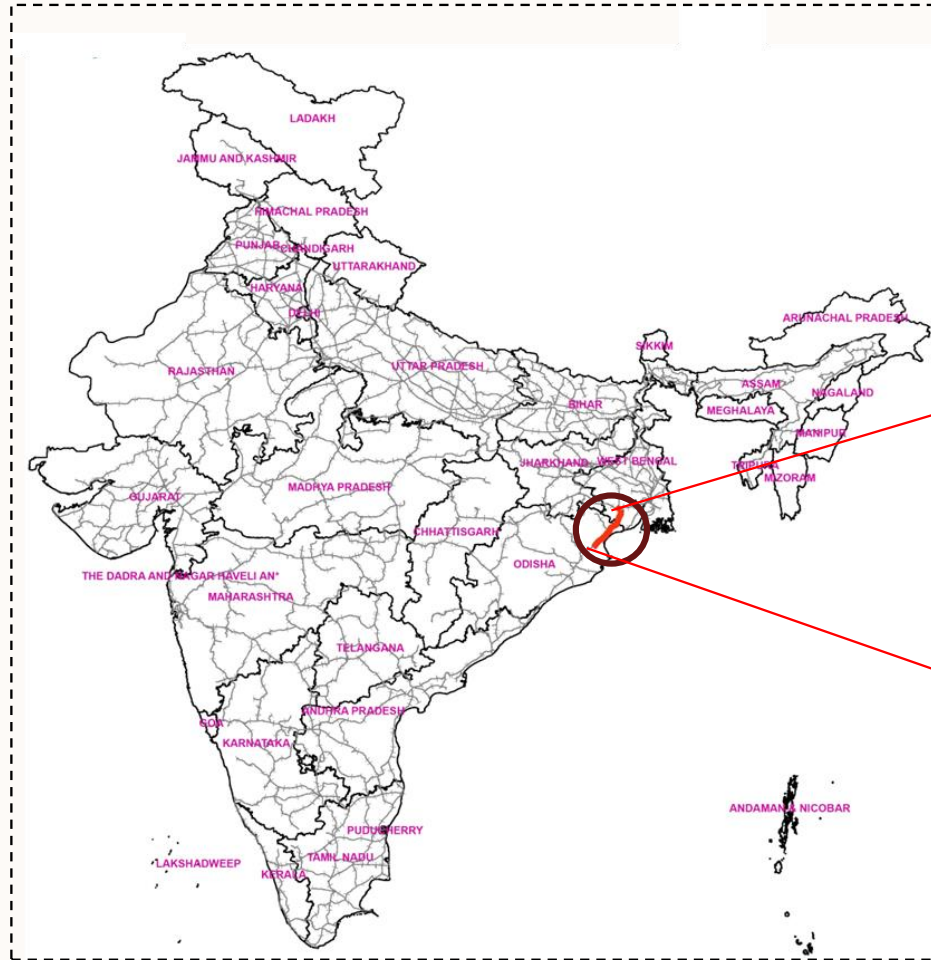
#	Name of Project
1	Kharagpur – Bhadrak (Ranital) 4 th Line
2	Bhadrak – Haridaspur 4 th Line
3	Gummidipundi – Gudur 3 rd and 4 th Line
4	Cuttack – Paradeep 3 rd and 4 th line



Kharagpur – Bhadrak (Ranital) 4th Line (173 Km, ₹ 3,352 Cr)



Connectivity Map



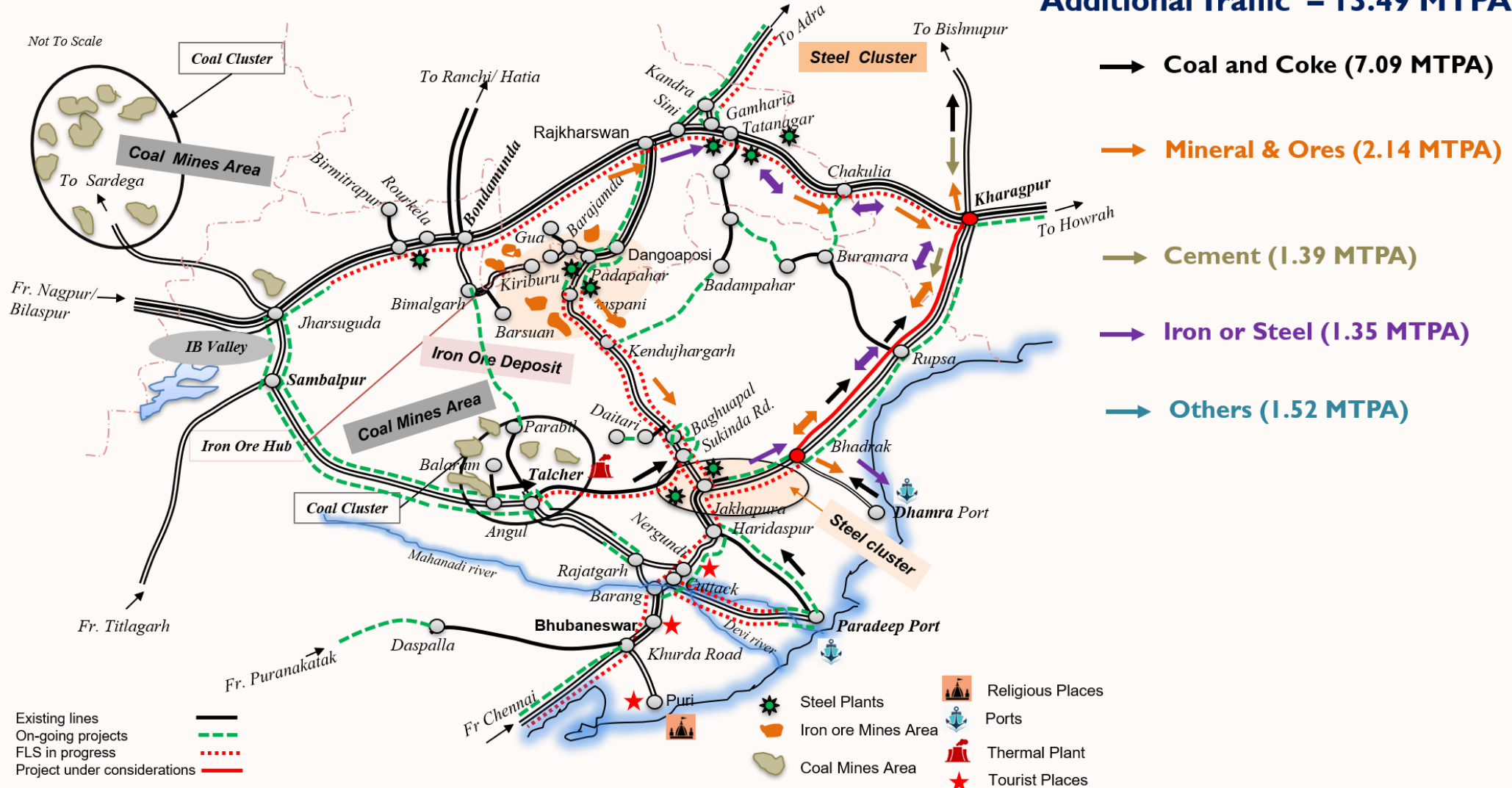
Alignment lies in West Bengal (56.26 Km) and Odisha (116.55 Km)

— Existing
Railway line

●—● Proposed
Project line

Route Map

Additional Traffic – 13.49 MTPA



Background

- **Kharagpur – Ranital Section** is part of the **Howrah–Chennai High Density Network** (HDN) route
- It is the main **corridor** linking **Eastern and Southern India**
- Carries **long-distance express** and **freight traffic**
- Partly three-line, some places third and fourth line work going on
- **Expected to stay saturated** even after the **3rd line is commissioned**

Kharagpur – Bhadrak (Ranital) 4th line

- **Cabinet approved 4th line** in Kharagpur – Bhadrak (Ranital) section
- Total length is **173 Km** and Project duration is **4 Years**
- Outlay is **₹ 3,352 Cr** through **Capital (Gross Budgetary Support)**
- Districts : **Paschim Medinipur** (West Bengal); **Baleswar & Bhadrak** (Odisha)
- **2 mega bridges** (Subarnarekha River – 564 m), **41 major and 169 minor bridges**
- **Links steel hubs** at **Jakhapura, Tatanagar** and **Durgapur** with **Paradip** and **Dhamra Ports** for **efficient movement** of raw materials and finished goods.

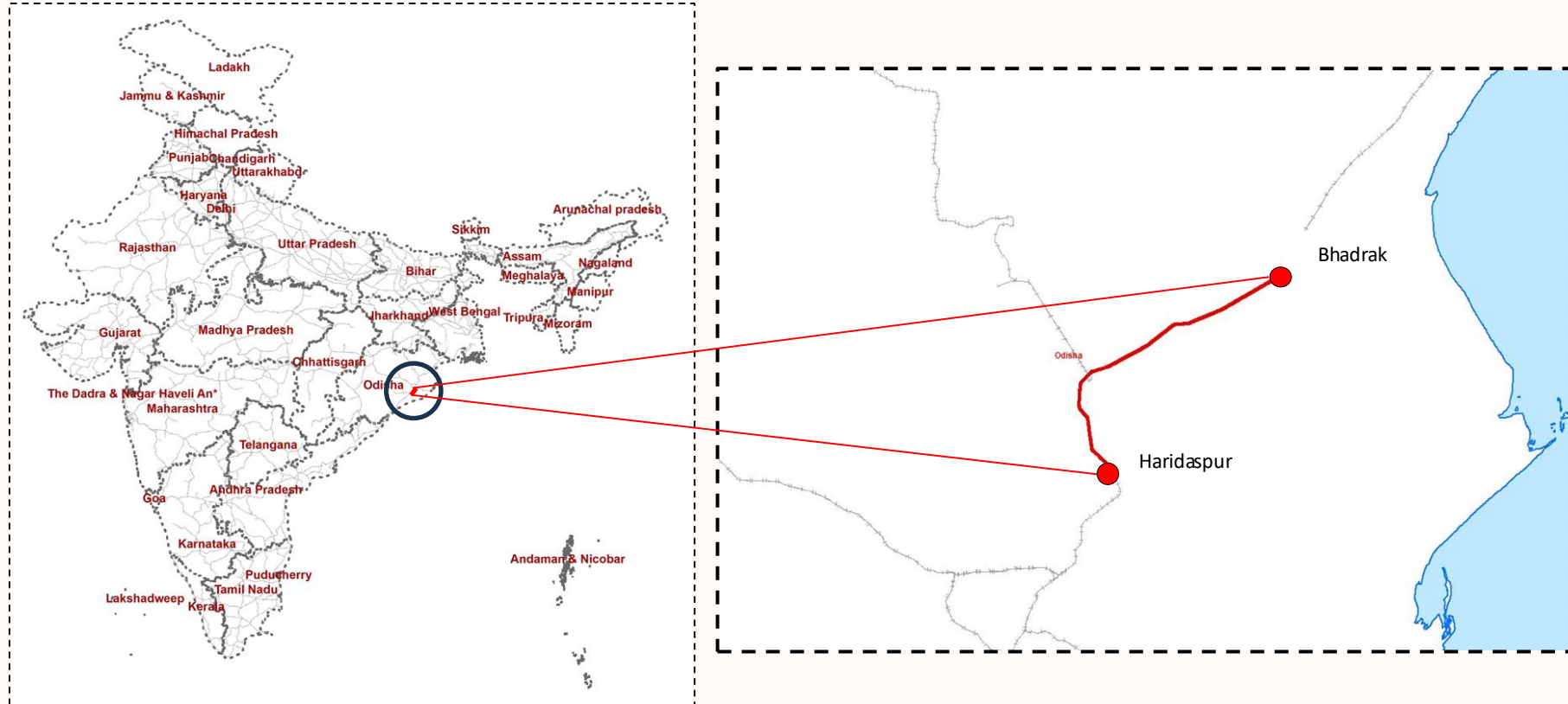
Benefits

- Will **improve container traffic movement** from Inland Container Depot (ICD) Balasore to Syama Prasad Mookerjee Port & Paradip Port.
- Will **serve major cement units** (Sankrail, Kolaghat etc.) and SEZs (Vidyasagar, Adityapur etc.)
- Will provide **additional freight traffic of 13 million ton per annum**
- Will help **CO2 saving: 20.86 Cr Kg every year** equivalent to planting **~83 lakh trees**
- **Employment generation: 59 lakh human-days** and **Logistic Cost Saving : Rs. 466 Cr every year**
- Will **improve accessibility to various religious / tourist destinations** like Kuldiha Wildlife Sanctuary, Bhitarkanika National Park and Chandipur Beach, among others.

Bhadrak – Haridaspur 4th line (75 Km, ₹ 1,583 Cr)



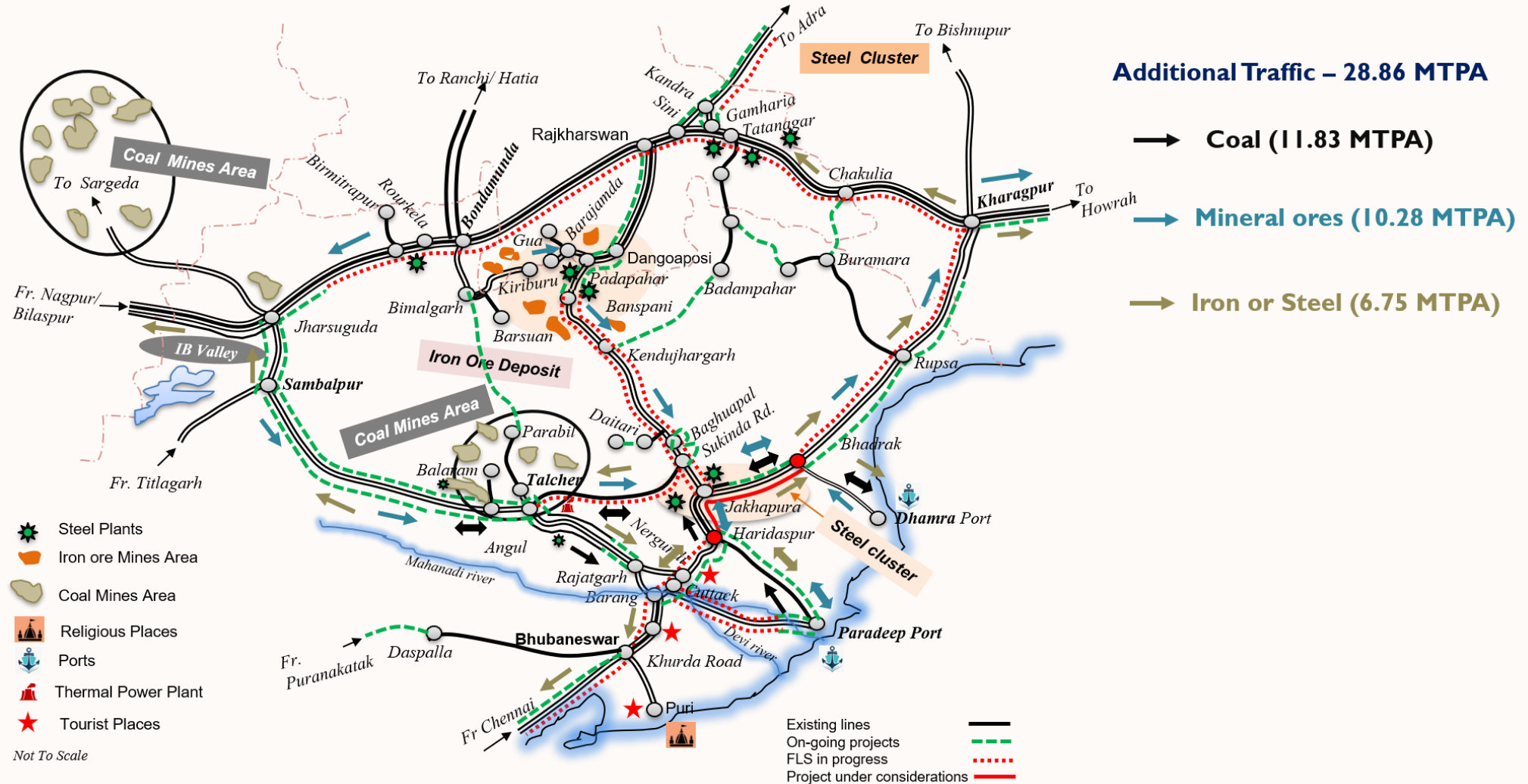
Connectivity Map



Alignment lies in Odisha (75 Km)

— Existing Railway line ●—● Proposed Project line

Route Map



Background

- Part of the **Howrah–Chennai High Density Network (HDN) route**, aiding east coast connectivity
- Districts includes **Bhadrak and Jajpur (Odisha)**
- Partly three-lined, **third line in progress on the remaining stretch**
- Existing **line nearing saturation at 91% and further saturation expected from projected port and steel plant demand**
- Bhadrak and Haridaspur are key junctions connecting Dhamra and Paradip Ports.

Bhadrak – Haridaspur 4th line

- **Cabinet approved 4th line in Bhadrak – Haridaspur section**
- Section connects steel plants in **Tatanagar, Jakhapura, Kerejang** to Ports in East Coast [Paradip and Dhamra].
- Total length: **75 Km** and Outlay: **₹1,583 Cr**
- Project duration: **4 Years**
- Districts : **Bhadrak and Jajpur** (Odisha)
- **2 mega bridges** on **Baitarani River (686 m)** and **Brahmani River (1,325 m)**. **18 major** and **106 minor bridges**, plus 2 ROB/RUBs.

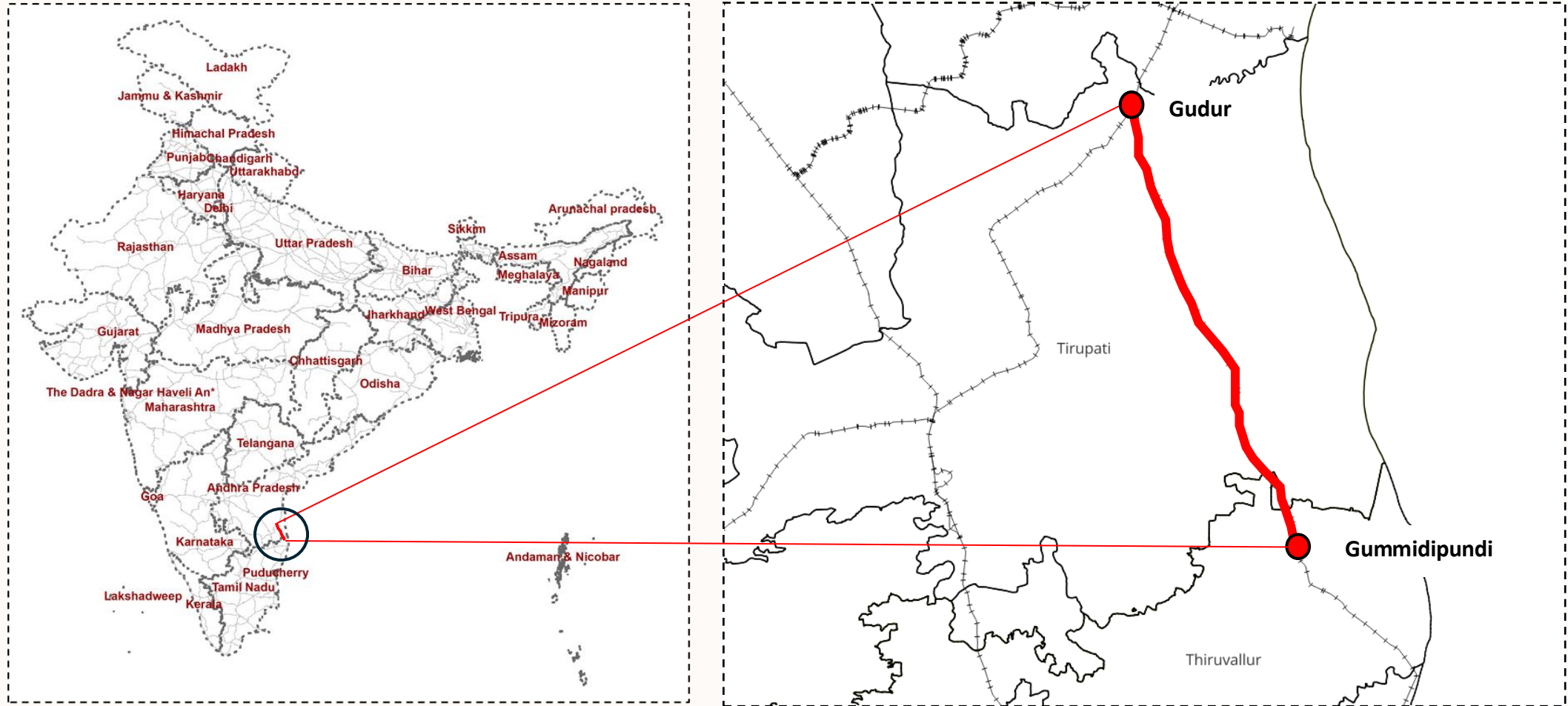
Benefits

- Will serve as a **key steel corridor linking Tata Nagar/Durgapur and Jakhapura steel hubs with Dhamra, Paradip and the upcoming Subarnarekha Port**
- Will **facilitate Rail–Sea–Rail coal movement from Mahanadi Coalfields (Talcher) via Dhamra and Paradip Ports to power plants** in Southern India.
- Will provide **additional freight traffic of 29 million ton per annum**
- Will save **19.39 Cr kg of CO₂ annually**, equivalent to **planting about 78 lakh trees**
- Will deliver **logistics cost savings of ₹433 crore every year**
- Will **generate employment of 26 lakh human-days**
- Will **improve accessibility to various religious and tourist destinations** like Bhitarkanika National Park, Hadagarh Wildlife Sanctuary among others

Gummidipundi – Gudur 3rd and 4th Line (90 Km, ₹ 2,229 Cr)



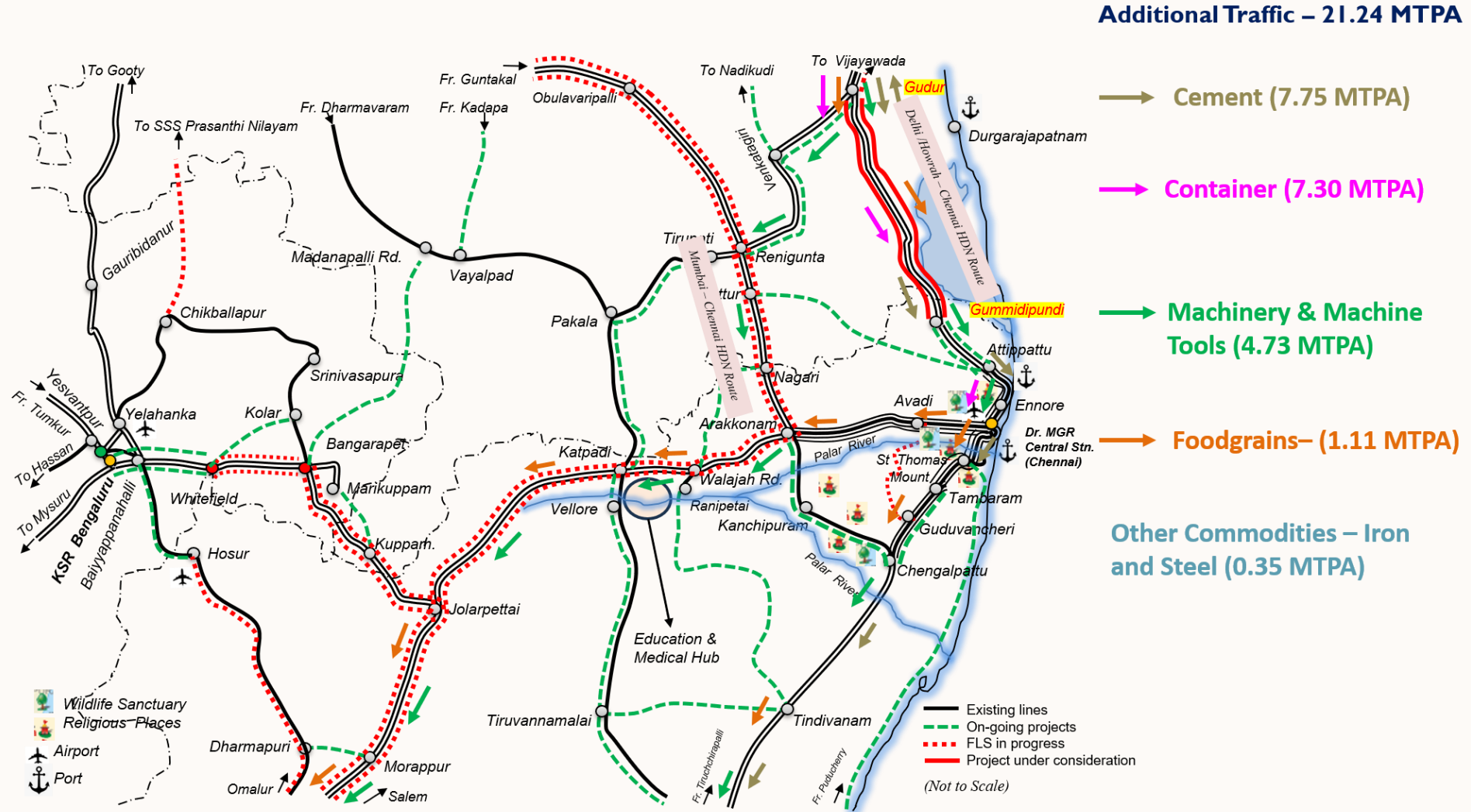
Connectivity Map



Alignment lies in Andhra Pradesh (78.84 Km) and Tamil Nadu (11.12 Km)

— Existing Railway line ●—● Proposed Project line

Route Map



Background

- The **Gummidipundi – Gudur** section is an existing double line forming part of both the **Delhi–Chennai and Howrah–Chennai High Density Network (HDN)** routes
- The section falls under the **Vizag–Chennai Industrial Corridor (VCIC)** and forms a key part of the planned **East Coast Economic Corridor (ECEC)**, India's first coastal corridor
- **Line capacity utilization is expected to reach 131%**
- Districts covered: **Tiruvallur** (Tamil Nadu) and **Tirupati** (Andhra Pradesh)
- Proposed project is part of **quadrupling of Howrah-Chennai HDN routes**

Gummidipundi – Gudur 3rd and 4th Line

- Cabinet approved the 3rd and 4th line in Gummidipundi – Gudur section
- Gudur is a critical interchange linking Chennai, Vijayawada and Renigunta
- Gummidipundi serves as a key suburban node for daily commuters to and from Chennai
- Total length will be 90 Km
- Outlay of ₹2,229 crore through Gross Budgetary Support, with a project duration of 4 years
- Includes 1 mega bridge (Swarnamukhi – 360 m), 21 major and 127 minor bridges, and 34 ROB/RUBs.

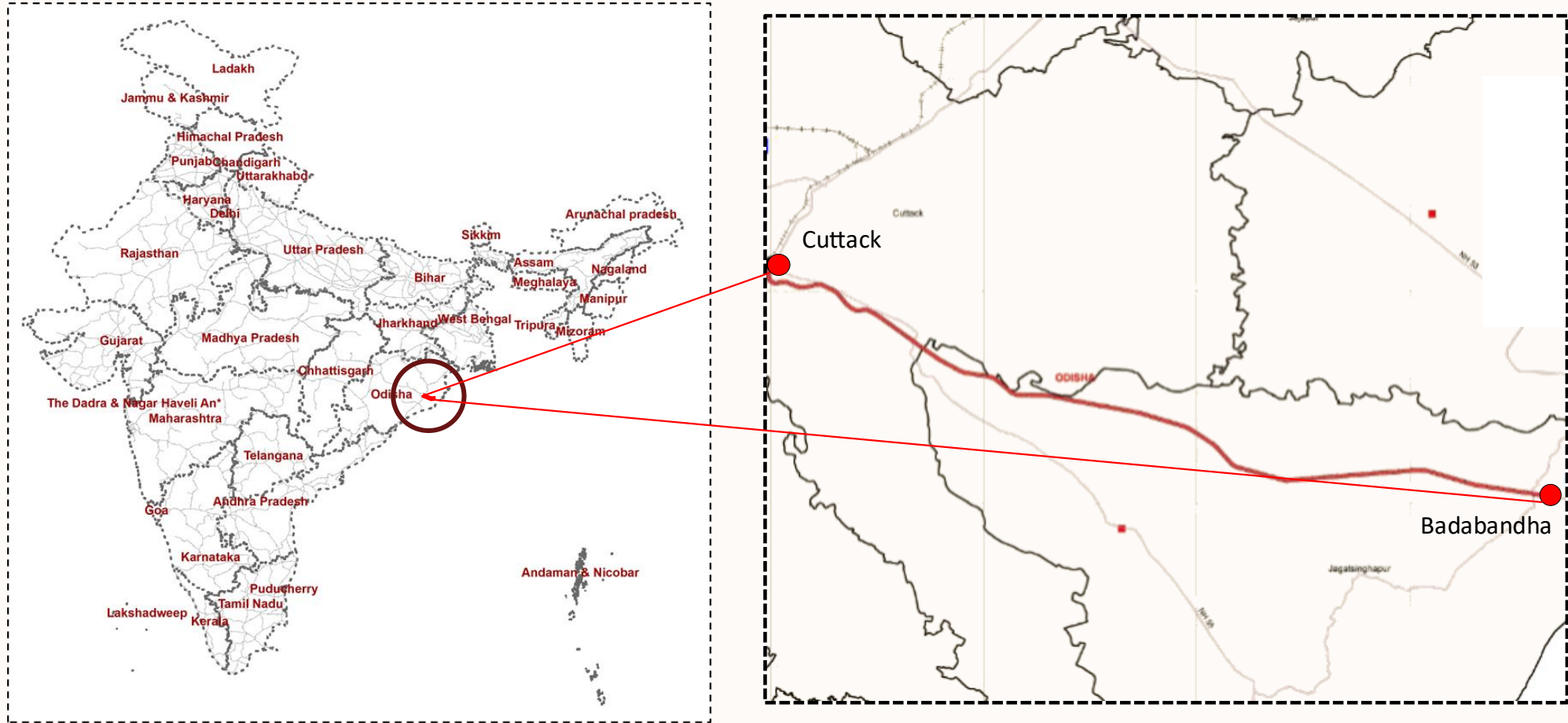
Benefits

- Will **provide seamless connectivity to Chennai, Kamarajar (Ennore)** and Krishnapatnam ports
- Will **improve access to religious and tourist destinations** Pulicat Lake, Nelapattu Bird Sanctuary and Lord Veeraraghava Perumal Temple
- Will **add freight traffic of 21.24 million tonnes** per annum
- Will save **17.10 Cr kg of CO₂ yearly**, equal to planting about 68 lakh trees
- Will save **₹382.15 crore in logistics costs** every year.
- Will generate **61 lakh human-days** of employment.

Cuttack – Paradeep (Badabandha) 3rd and 4th line (72 Km, ₹ 2,286 Cr)



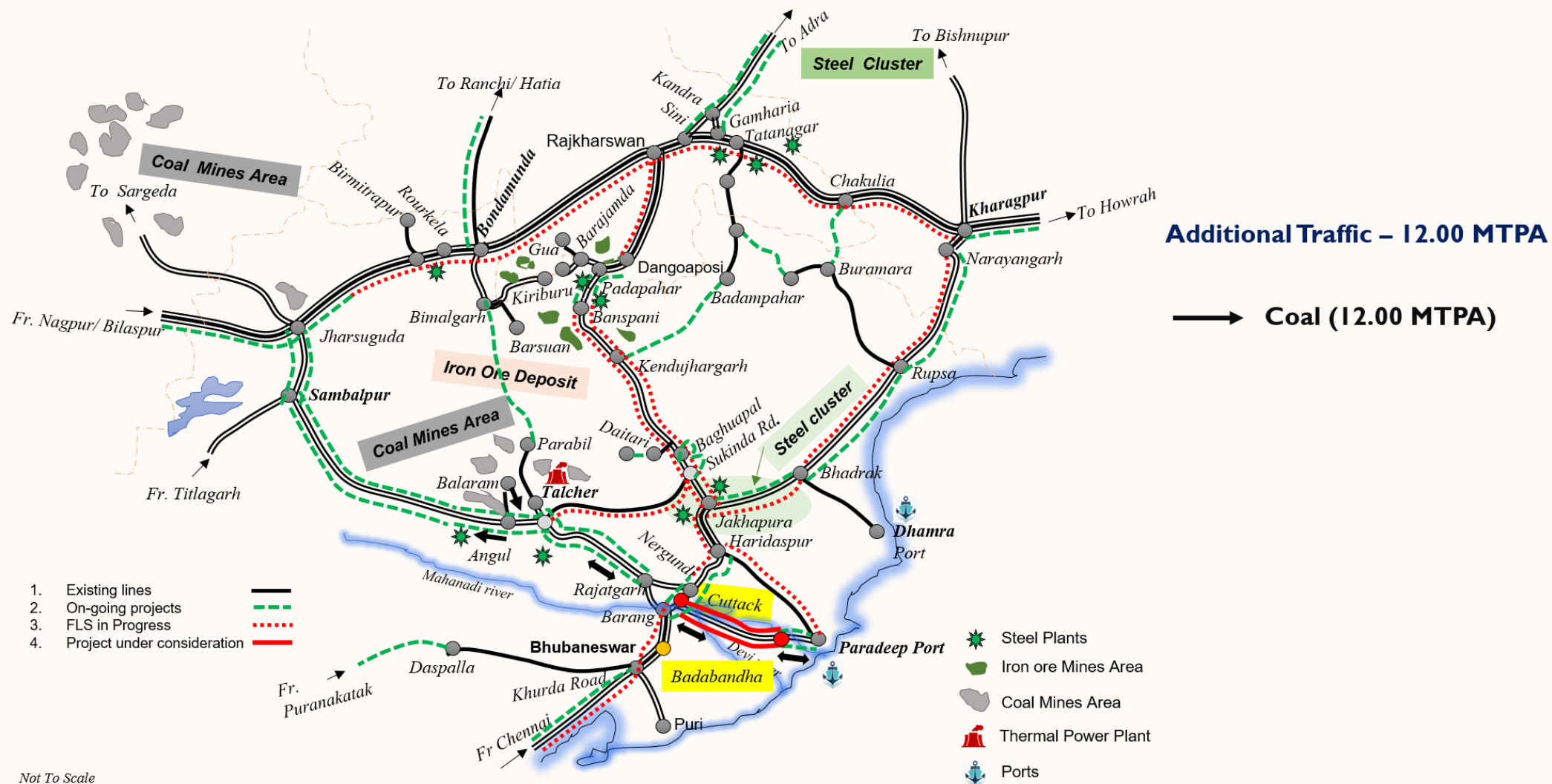
Connecting Map



Alignment lies in Odisha (72.07 Km)

— Existing Railway line ●—● Proposed Project line

Route Map



Background

- **Strategic Corridor:** Cuttack – Badabandha is part of the **Jharsuguda – Cuttack – Paradeep Highly Utilised Network (HUN)**
- Connects Paradeep Port to key hinterland areas of Odisha, **Kalinganagar (major steel cluster), Keonjhar (iron ore mines) and Talcher (coal fields)**
- **Capacity Constraint:** Existing section is saturated at **up to 101% utilisation, projected to rise further to 177% with the proposed expansion** of ports and industries in the region
- Quadrupling will create a through **4-line route between Jharsuguda and Paradeep Port, improving overall logistics efficiency** across **Cuttack and Jagatsinghpur districts (Odisha)**

Cuttack – Paradeep (Badabandha) 3rd and 4th line

- **Cabinet approved the Proposal for construction of 3rd and 4th line between Cuttack–Paradeep (Badabandha) section (72 km) under the Umbrella work of Doubling**
- Project section connects **Paradip port with Howrah – Chennai High Density Network (HDN) route at Cuttack**
- Connects **Paradip port to key hinterland areas of Odisha** including **Kalinganagar** (major steel cluster), **Keonjhar** (Iron ore mines) and **Talcher** (coal fields)
- Total length: **72 Km**
- Outlay is **₹2,286 Cr** and Project duration is **4 Years**
- Includes **1 viaduct, 08 major bridges, 219 minor bridges** and **12 ROB/RUBs**
- Districts are **Cuttack** and **Jagatsinghpur** in Odisha

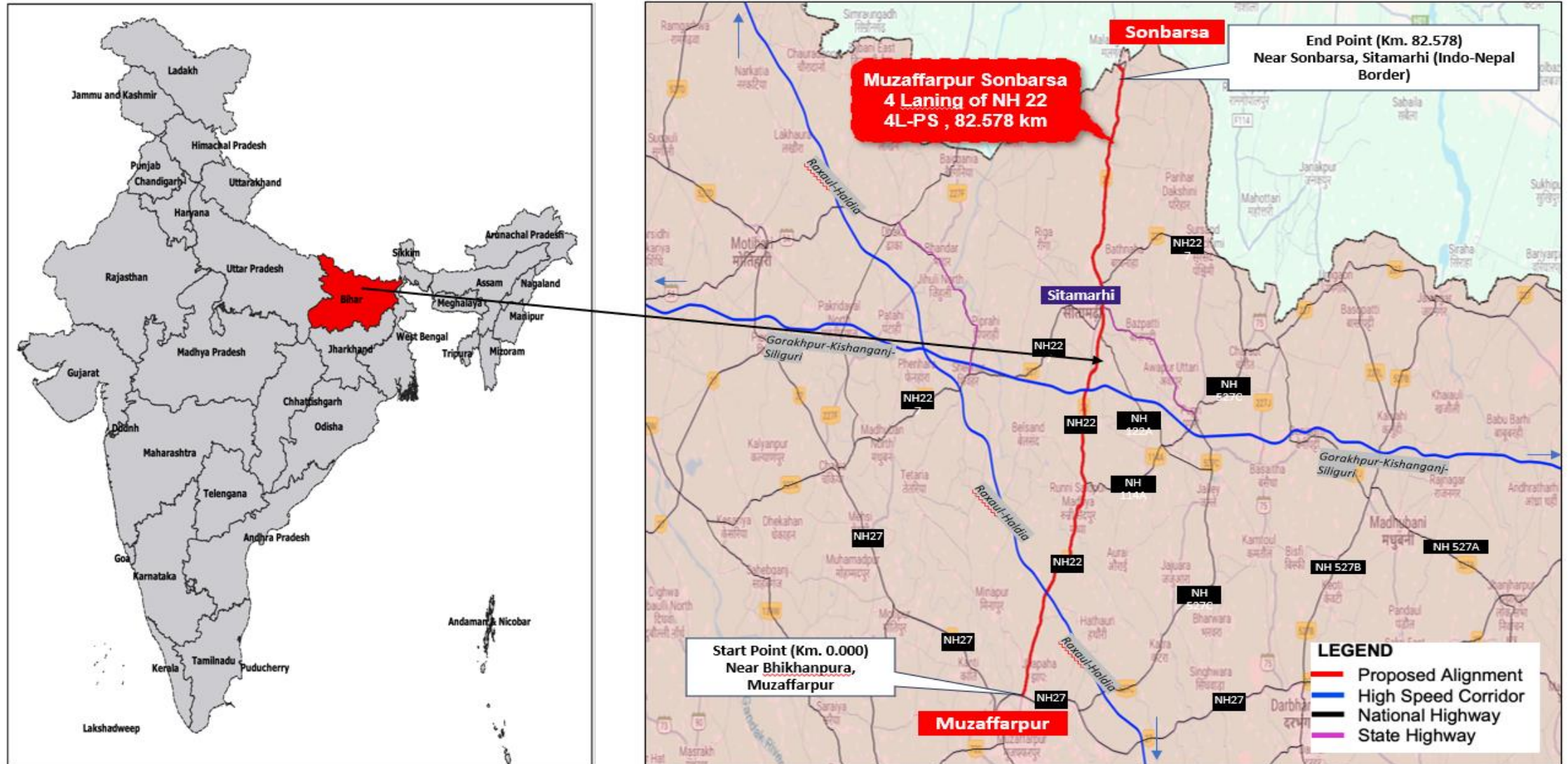
Benefits

- Important route **for import of raw materials for steel plants** located in **Odisha and Chhattisgarh** and Coal for RSR (Rail-Sea-Rail) movement.
- Will be important for **moving domestic and EXIM cargo** between Paradip Port, Paradeep Phosphate Ltd, IFFCO, the Paradeep refinery and hinterland industrial and mining units
- Will provide additional freight traffic of **12 million ton per annum**
- Will **save 7.74 Cr kg of CO₂ every year**, equivalent to planting about **31 lakh trees**
- Will deliver **logistics cost savings of ₹172.97 crore annually**
- Will generate **employment of 49 lakh human-days**

4-lane highway Muzaffarpur - Sitamarhi - Sonbarsa (Bihar)



Connectivity Map



4 Lane highway Muzaffarpur-Sitamarhi-Sonbarsa

- Cabinet approved the **development of the 4 Lane Brownfield Muzaffarpur-Sitamarhi-Sonbarsa Corridor (NH-22) in Bihar.**
- Outlay is **₹ 3591 Crore** to be developed under **HAM mode**
- **Flexible pavement** and **construction period 30 months.**
- Total length **83 km**, covering **Muzaffarpur & Sitamarhi districts in Bihar.**
- Features: **7 major bridges, 3 ROB's and 6 vehicular underpasses.**
- Major Bridge of **340m Length** across Bagmati River

Benefits

- Will **reduce the current travel** time between **Muzaffarpur to Sonbarsa** from **02 hours to 01 hour**
- Will benefit the travelers by **decongesting the road and savings in vehicle operational costs**
- Will stimulate **economic activity, boost tourism** and contribute to the **overall socio-economic development**
- Will improve connectivity to major religious destinations such as **Baba Garibnath Temple in Muzaffarpur District** and **Punaaura Dham (Mata Janki Temple) in Sitamarhi District**
- Will connect **Five (05) PM Gati Shakti economic Nodes, Four (04) Social Nodes, and Two (02) Logistic Nodes**

Infrastructure decisions in NDA 3.0

[Railways, Highways, Metro]



62 Railway Projects
Rs 2,74,176 Cr



38 Highway Projects
Rs 3,82,119 Cr



12 Metro Projects
Rs 1,46,444 Cr

Infrastructure decisions in NDA 3.0

[Airports, Ports, Ropeways]



5 new Airports + Modified UDAN
Rs 37,846 Cr



**1 major port + 1 ship repair facility +
Shipping reforms**
Rs 1,60,495 Cr



2 new ropeways
Rs 6,811 Cr

Infrastructure decisions in NDA 3.0

[Power, Smart City, Housing]



Hydro projects + budgetary Support
Rs 71,193 Cr



12 Industrial smart cities + Industrial parks
Rs 65,292 Cr



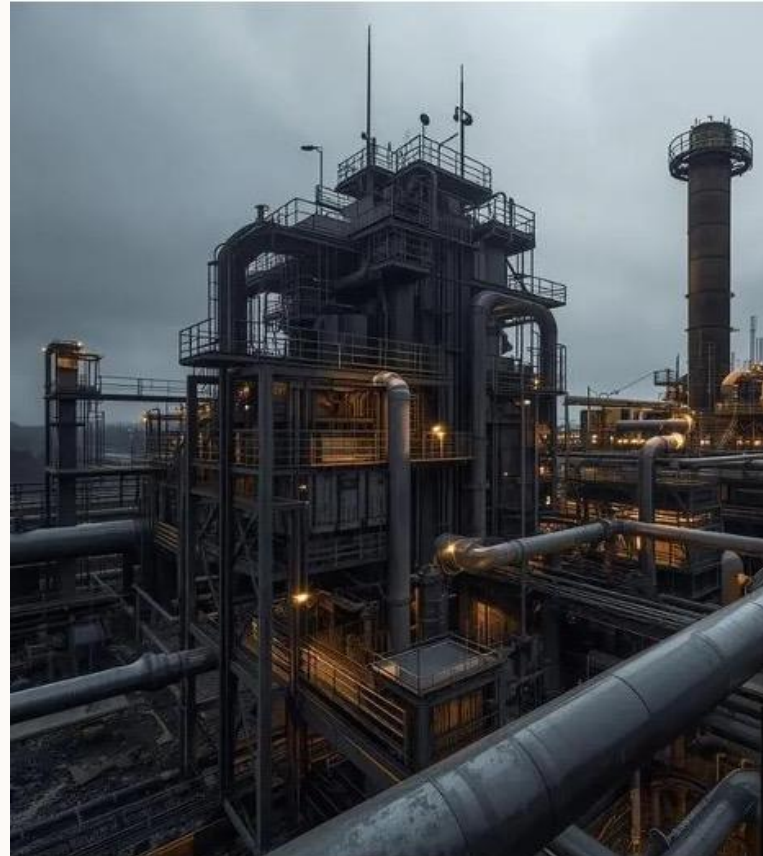
PM Awaas Yojana
Rs 5,36,137 Cr

Infrastructure decisions in NDA 3.0

[Water and energy security]



Jal Jeevan Mission
Rs 8.7 Lakh Cr



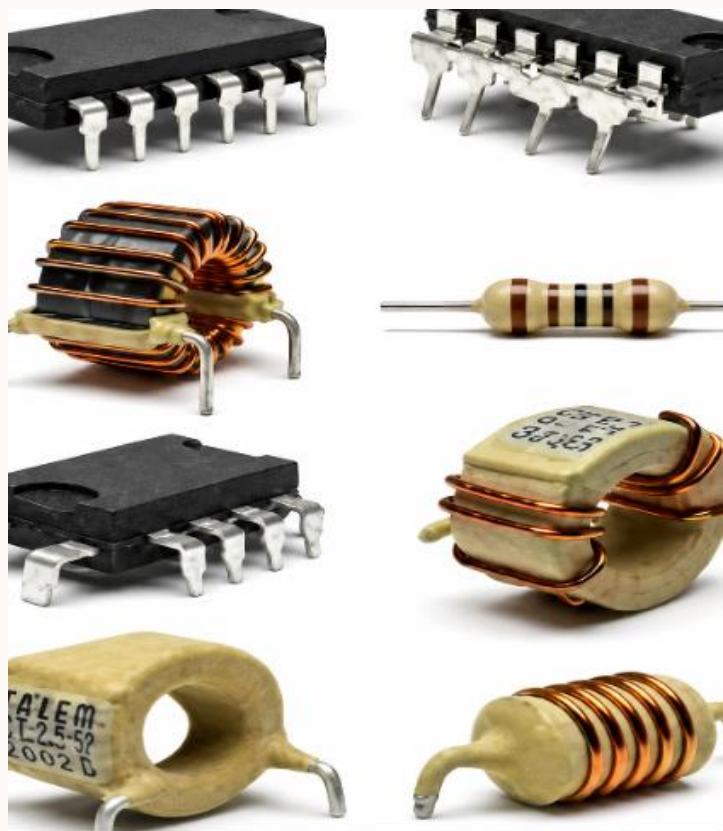
Coal Gasification Scheme
Rs 37,500 Cr



PM Surya Sarovar Yojna
Rs 5,070 Cr

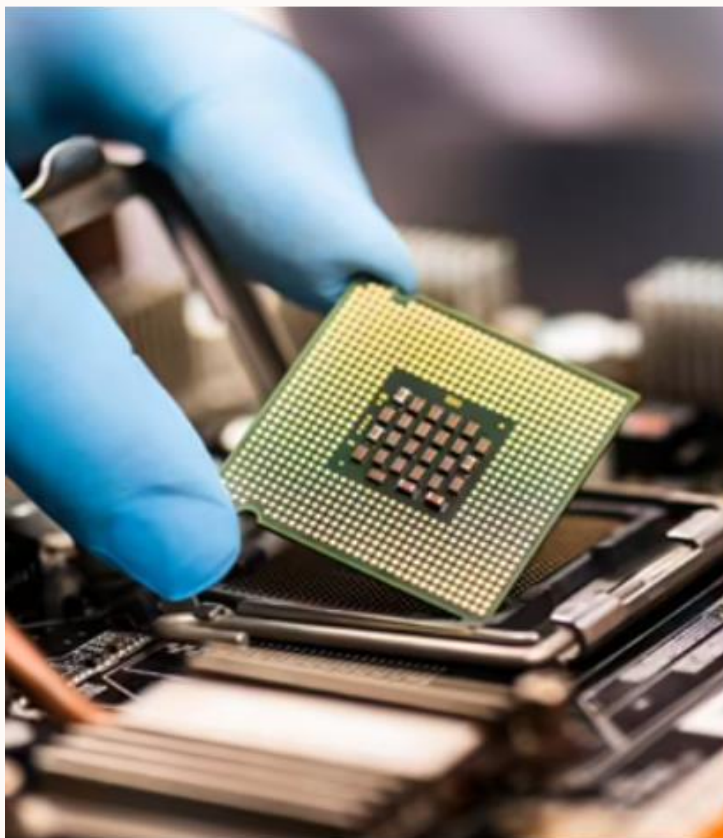
Infrastructure decisions in NDA 3.0

[High tech manufacturing]



ECMS

Rs 22,919 Cr



Semicon 2.0

Rs 1,27,500 Cr



MPMS

Rs 62,500 Cr

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