

Cabinet briefing

Tuesday, 24th Feb 2026



Cabinet decisions

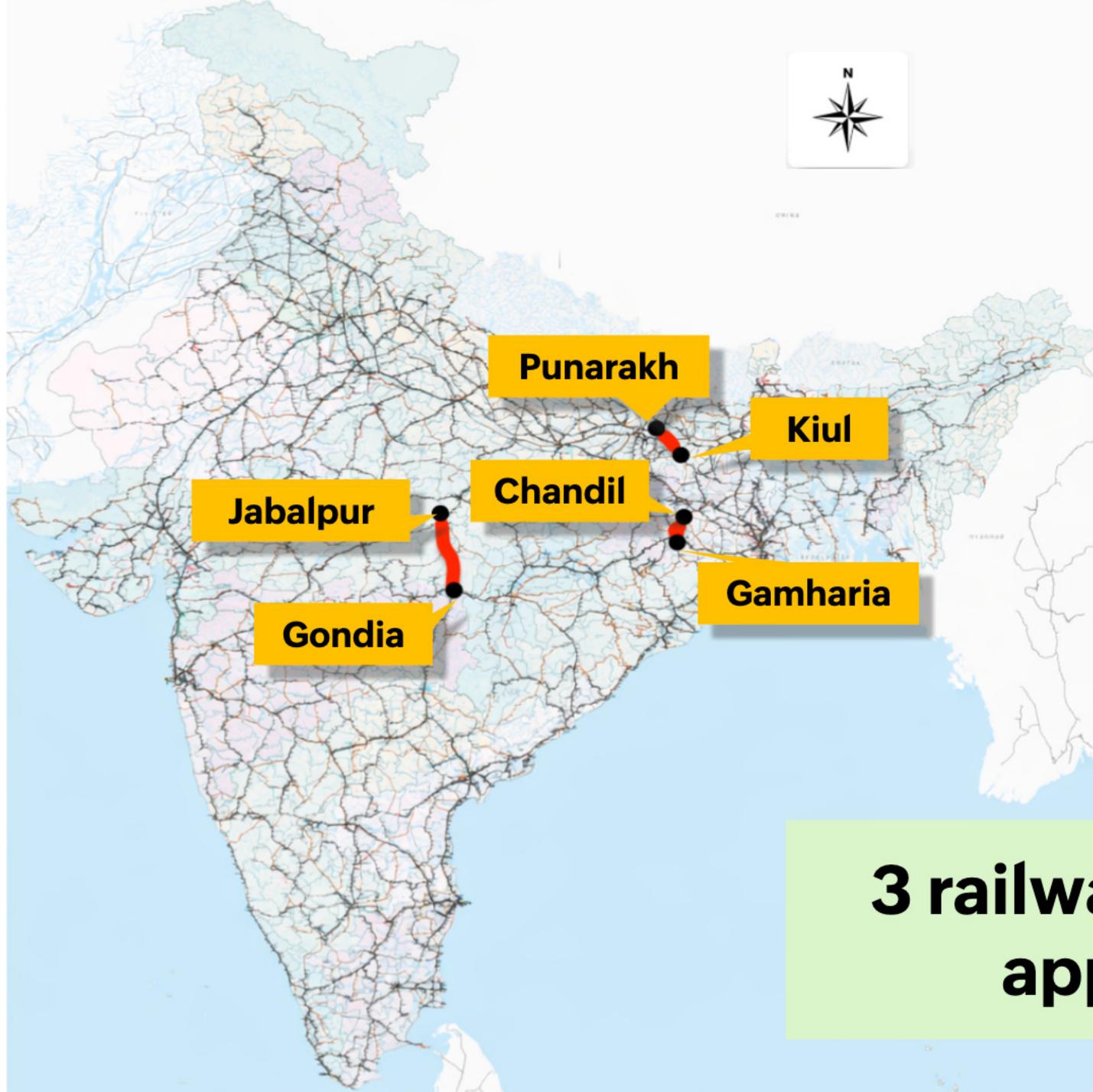
#	Decisions	Amount (Rs)
1	Change of name from Kerala to Keralam	Policy decision
2	Doubling of Gondia – Jabalpur rail line	5,236 Cr
3	Punarakh – Kiul 3 rd and 4 th line	2,668 Cr
4	Gamharia – Chandil 3 rd and 4 th line	1,168 Cr
5	New integrated airport terminal at Srinagar	1,667 Cr
6	Ahmedabad Metro: extension of Phase 2B	1,067 Cr
7	Power sector reforms	Policy decision
8	MSP for Raw Jute	430 Cr
Total		12,236 Cr



Change of name from Kerala to Keralam

Keralam

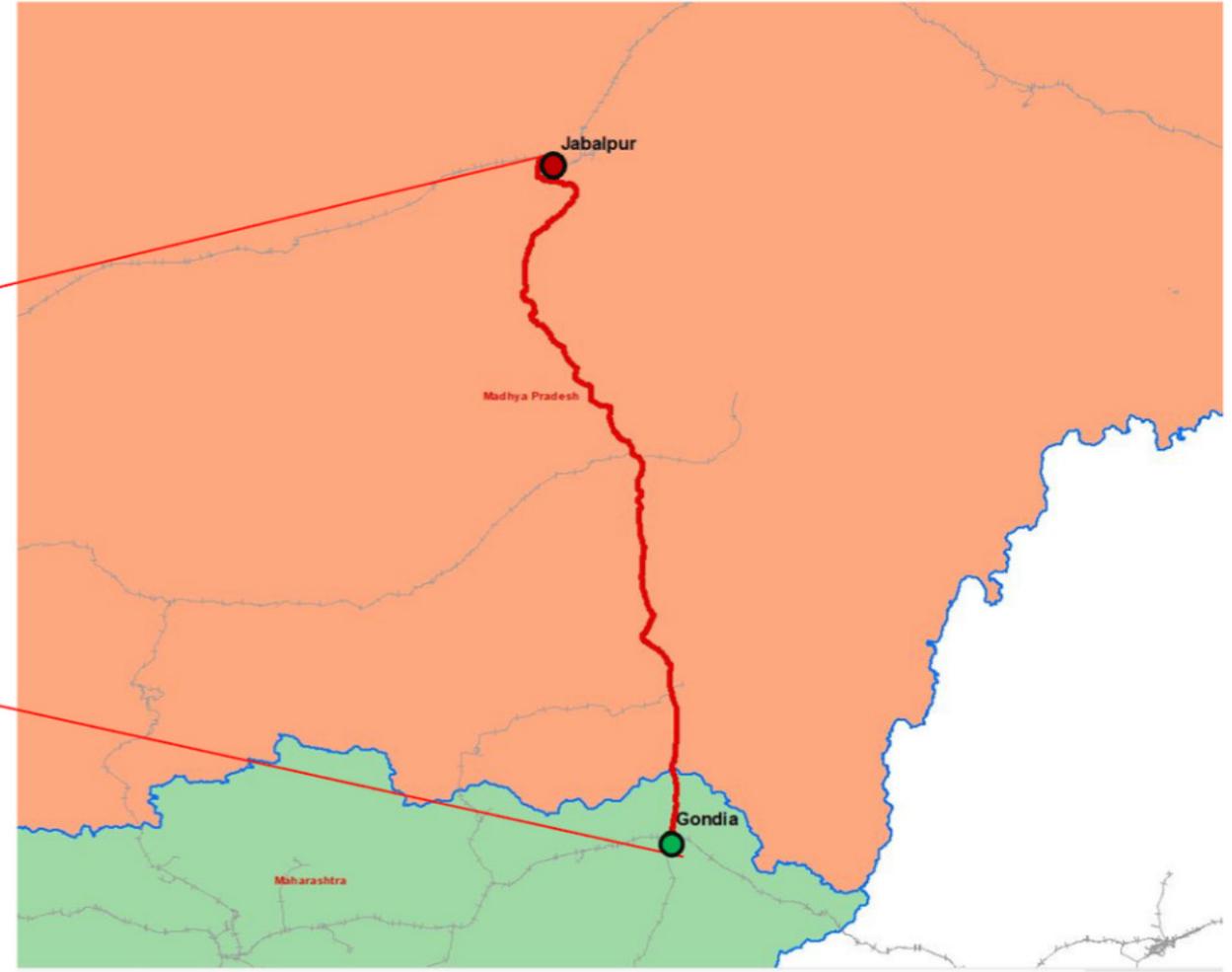
- On 24th June 2024, Kerala Legislative Assembly passed a resolution to modify the name of the state to Keralam
- Government of Kerala requested Government of India to take steps to amend the First Schedule of the Constitution
- **Union Cabinet approved change of name from 'Kerala' to 'Keralam'**
- Hon'ble President will refer Kerala (Alteration of Name) Bill, 2026 to the State Legislative Assembly of Kerala
- After receipt of the views of the State Legislative Assembly of Kerala, Government of India will take further action



**3 railway projects
approved**



Gondia – Jabalpur doubling (231 km; 5,236 Cr)



●—● Proposed Project line

Gondia – Jabalpur doubling

- Project section joins Howrah – Mumbai High Density Network (HDN) at Gondia, and Itarsi – Varanasi HUN route at Jabalpur
- Provides shortest route between Varanasi, Prayagraj to Chennai, Bengaluru, Hyderabad
- **Cabinet approved construction of double line between Gondia and Jabalpur**
- Route Length: **231 km**
- Estimated Cost: **5,236 Cr**
- Project duration: **5 years**
- Districts: **Gondia (Maharashtra), Jabalpur, Mandla, Seoni, and Balaghat (Madhya Pradesh)**
- Provision of Rs 450 Cr for wildlife underpass and fencing

Gondia – Jabalpur doubling

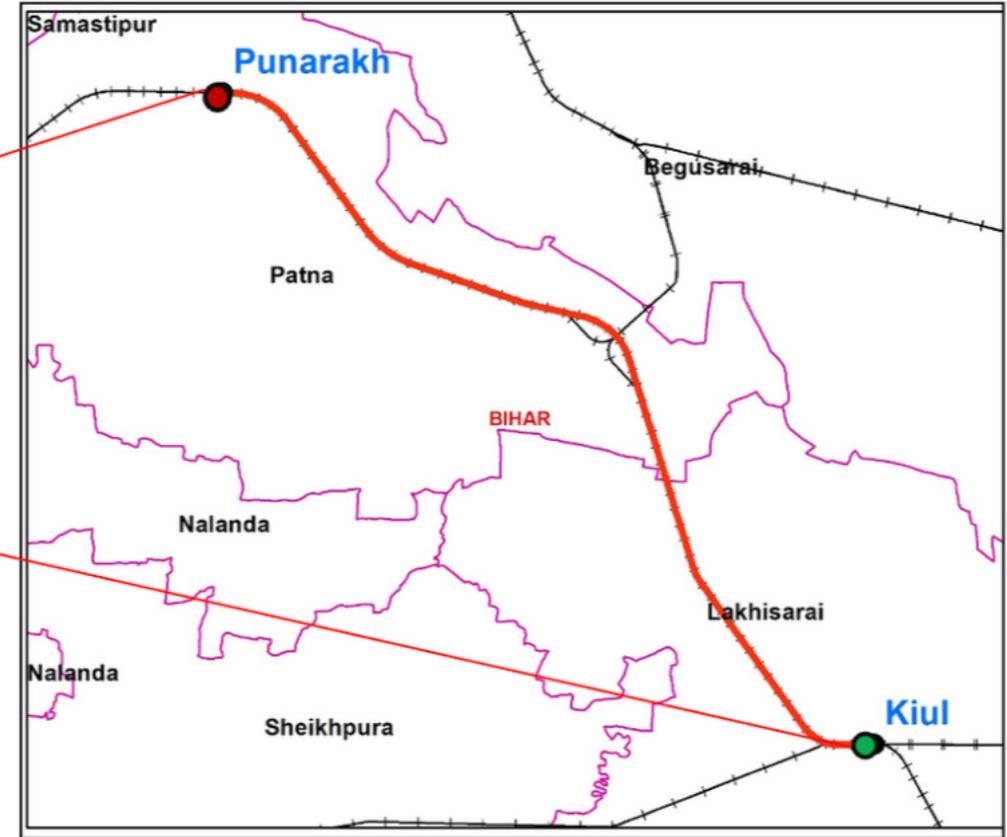
Feature	Details
Bridges	1 important bridges (on Narmada river) 65 major bridges 369 minor bridges
Level Crossings (LC)	28
RUBs	88
Route Length	231 km
Track Length	258 km

Benefits

- Will support introduction of more passenger and freight trains
- Enhanced connectivity for major pilgrim destinations – Rameswaram, Madurai, Ayodhya Dham, Varanasi, Prayagraj, etc
- Will facilitates access to popular tourist destinations – Kanha National Park, Pench tiger reserve, Kachnar Shiv temple, Gangulpara dam, Dhuandhar waterfall etc.
- Will cater to key economic nodes – power plants, Ordnance factory, mines, etc.
- Will facilitate additional freight traffic of **7.6 million ton per annum**
- CO₂ saving: **16 Cr kg every year** equivalent to planting approx. **63 lakh trees**
- Logistic Cost Saving: **Rs 350 Cr every year**
- Employment generation: **78 lakh human-days**

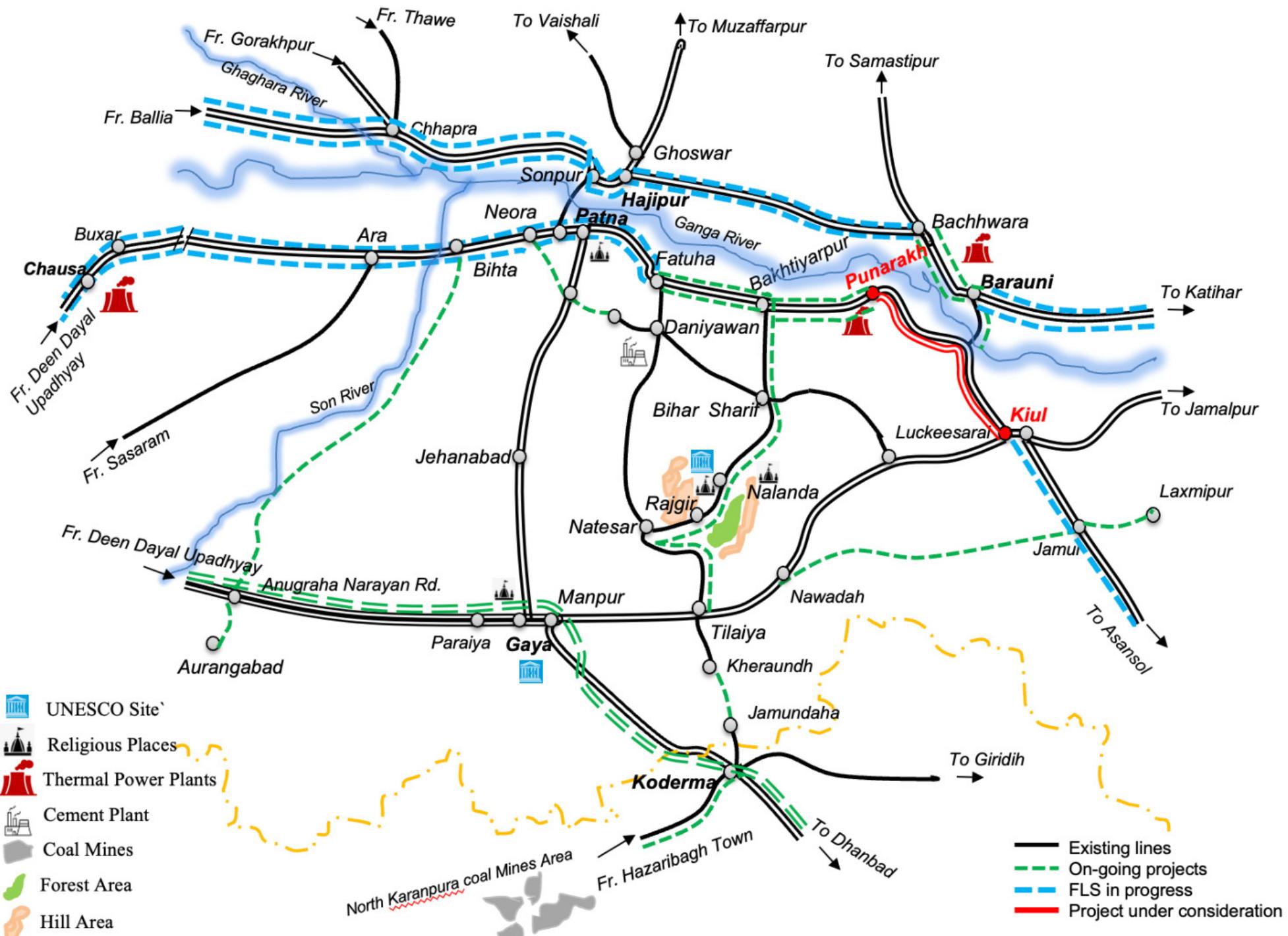


Punarakh – Kiul 3rd and 4th line (50 km; 2,668 Cr)



— Existing Railway line

●—● Proposed Project line



Punarakh – Kiul 3rd and 4th line

- Part of and Amritsar – Andal Highly Utilised Network (HUN) and Howrah – Patna – Delhi line
- Provides vital suburban and regional link to east of Patna, connecting key towns along the Ganga belt
- Shortest and more efficient rail link between Patna and Kolkata
- **Cabinet approved construction of 3rd and 4th line between Punarakh and Kiul**
- Route Length: **50 km**
- Estimated Cost: **2,268 Cr**
- Project duration: **3 years**
- Districts: **Patna and Lakhisarai (Bihar)**

Punarakh – Kiul 3rd and 4th line

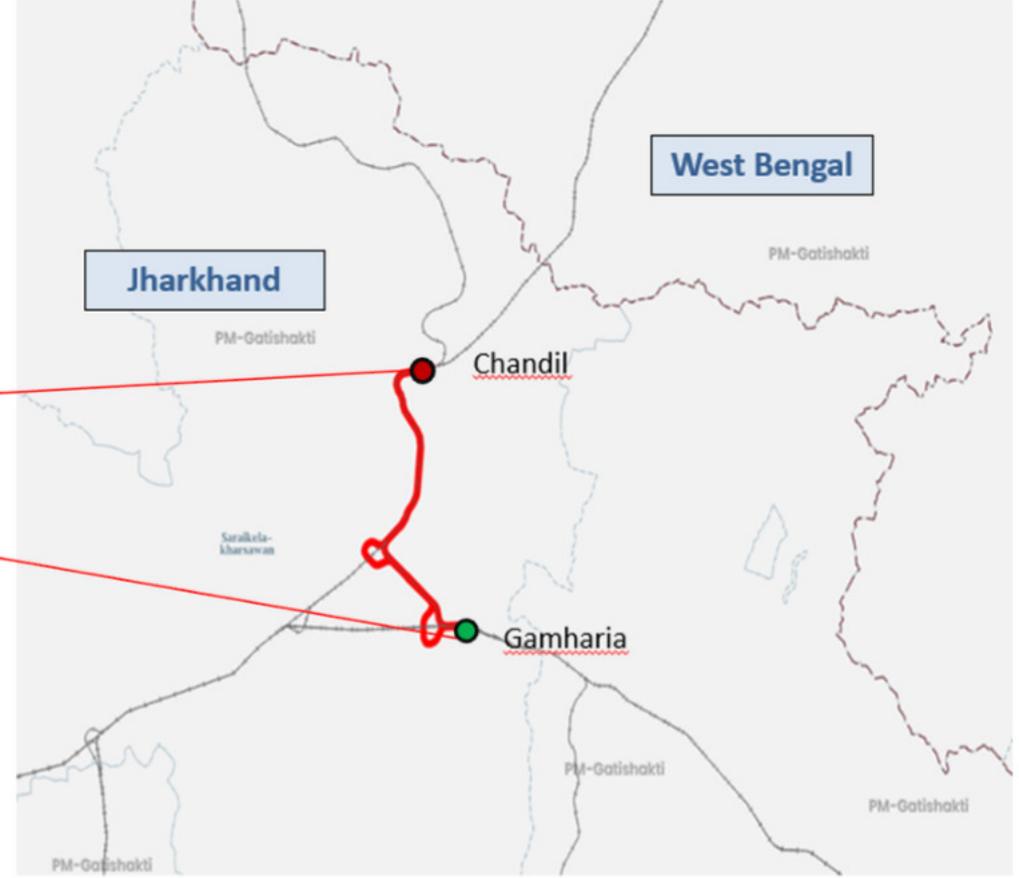
Feature	Details
Bridges	14 important bridges 18 major bridges 62 minor bridges
Level Crossings	4
Route Length	50 km
Track Length	115 km

Benefits

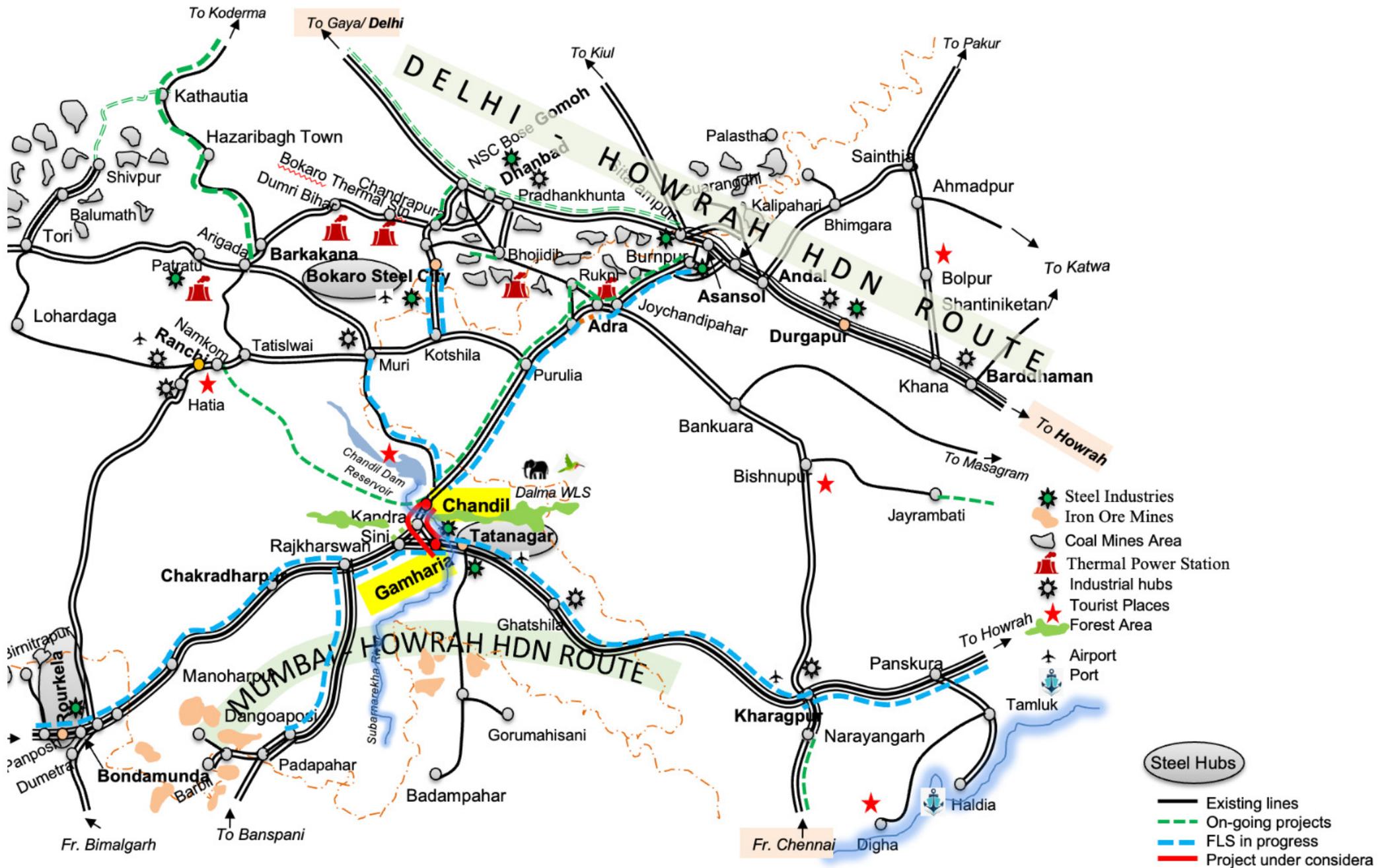
- Will improve the connectivity of Northeastern and Eastern states with North India
- Will facilitate faster movement of long distance trains, suburban and freight trains
- Will cater to key economic nodes – mines, NTPC power plants (Barh, Barauni and Kanti), industries etc.
- Will support growing cement industry in Daniyawan and Warsaliganj
- Will facilitate additional freight traffic of **18 million ton per annum**
- CO₂ saving: **8 Cr kg every year** equivalent to planting approx. **32 lakh trees**
- Logistic Cost Saving: **Rs 178 Cr every year**
- Employment generation: **34 lakh human-days**



Gamharia – Chandil 3rd and 4th line (26 km; 1,168 Cr)



●—● Proposed Project line



Gamharia – Chandil 3rd and 4th line

- Project augments capacity in vital link between Mumbai - Howrah and Howrah - Delhi High Density Network (HDN) routes
- Critical route for passenger and freight transportation between Jharkhand and West Bengal
- **Cabinet approved construction of 3rd and 4th line between Gamharia and Chandil**
- Route Length: **26 km**
- Estimated Cost: **1,168 Cr**
- Project duration: **3 years**
- **Districts: Saraikela Kharsawan (Jharkhand)**

Gamharia – Chandil 3rd and 4th line

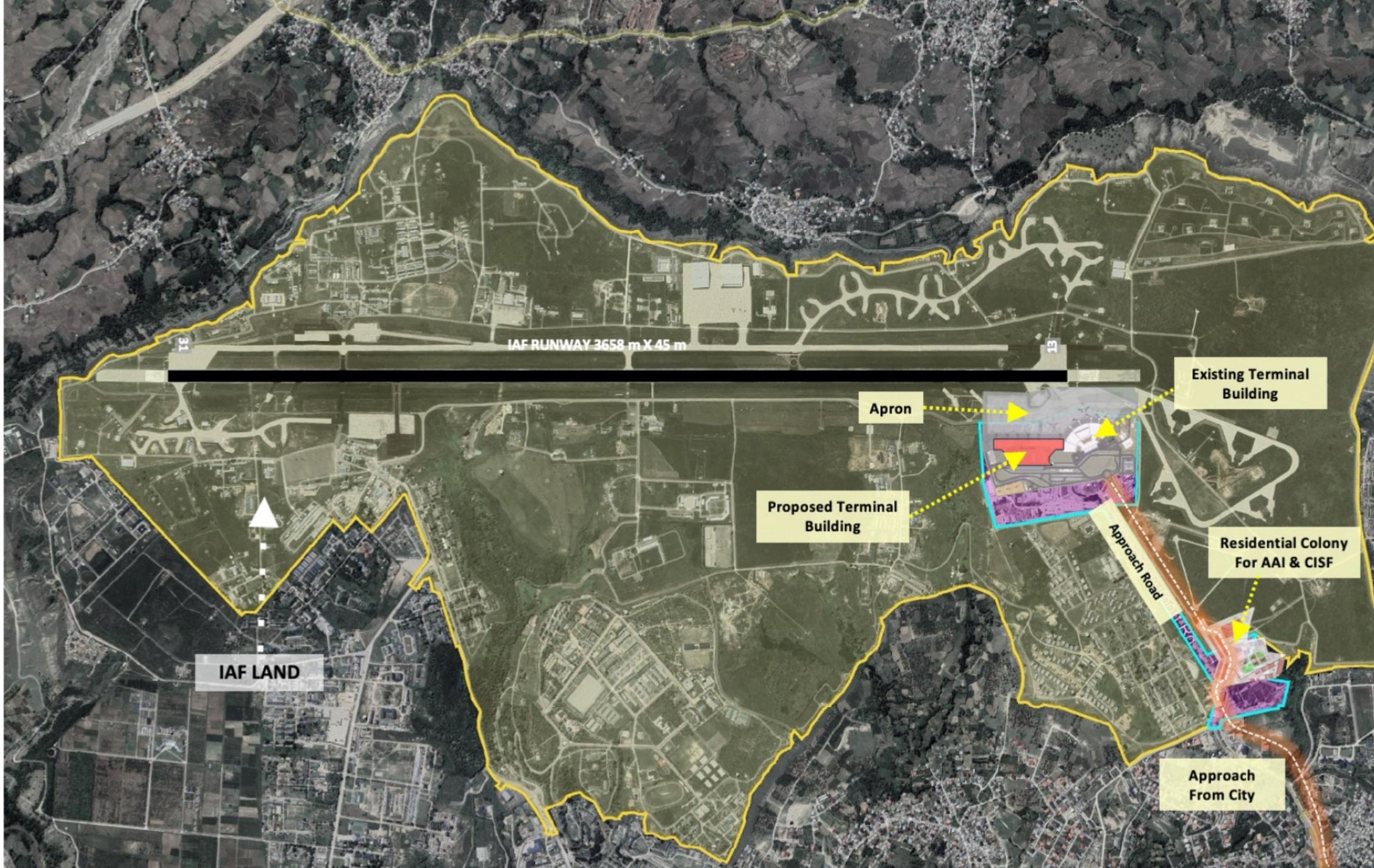
Feature	Details
Bridges	13 major bridges 59 minor bridges
ROR	2
RUBs	13
ROBs	2
Level Crossings	4
Route Length	26 km
Track Length	68 km

Benefits

- Enhanced connectivity for tourist destinations – Chandil Dam, Dalma Hill Top, Hesakocha Waterfall, Raijama Ghati, Dalma Wildlife Sanctuary, Jayanti Sarovar, etc
- Will cater to key economic nodes – mines, power plants, industries, SEZs, etc.
- Will increase the transportation of coal and iron ore to various steel plants at Durgapur, Bokaro, and Burnpur
- Will facilitate additional freight traffic of **26.8 million ton per annum**
- CO₂ saving: **6 Cr kg every year** equivalent to planting approx. **25 lakh trees**
- Logistic Cost Saving: **Rs 139 Cr every year**
- Employment generation: **18 lakh human-days**



**New integrated terminal building at Srinagar airport
(1,667 Cr)**



31

IAF RUNWAY 3658 m X 45 m

13

IAF LAND

Apron

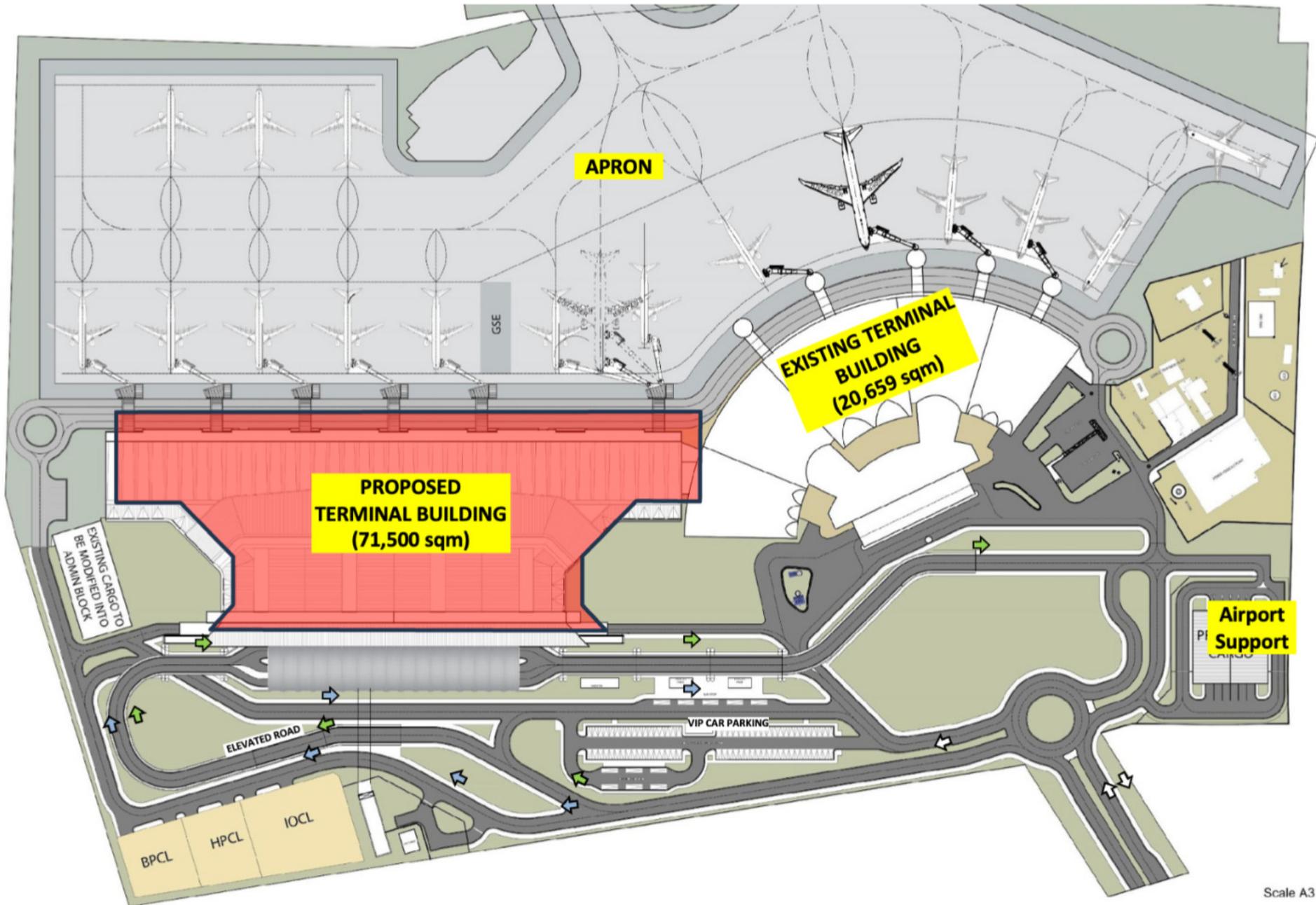
Proposed Terminal Building

Existing Terminal Building

Residential Colony For AAI & CISF

Approach Road

Approach From City



New terminal building at Srinagar airport

- Existing capacity of Srinagar terminal is 950 Peak Hour Passenger (PHP)
- **Cabinet approved construction of a new integrated terminal building at Srinagar airport**
- Multi level car parking will also be constructed to accommodate 1,000 cars
- Space planning will be optimized to accommodate retail and commercial activities
- CISF barracks for 1,344 personnel and AAI accommodation will be constructed
- Estimated Cost: **1,667 Cr**
- Project duration: **4 years**
- Project will be funded by **100% equity by Airport Authority of India**

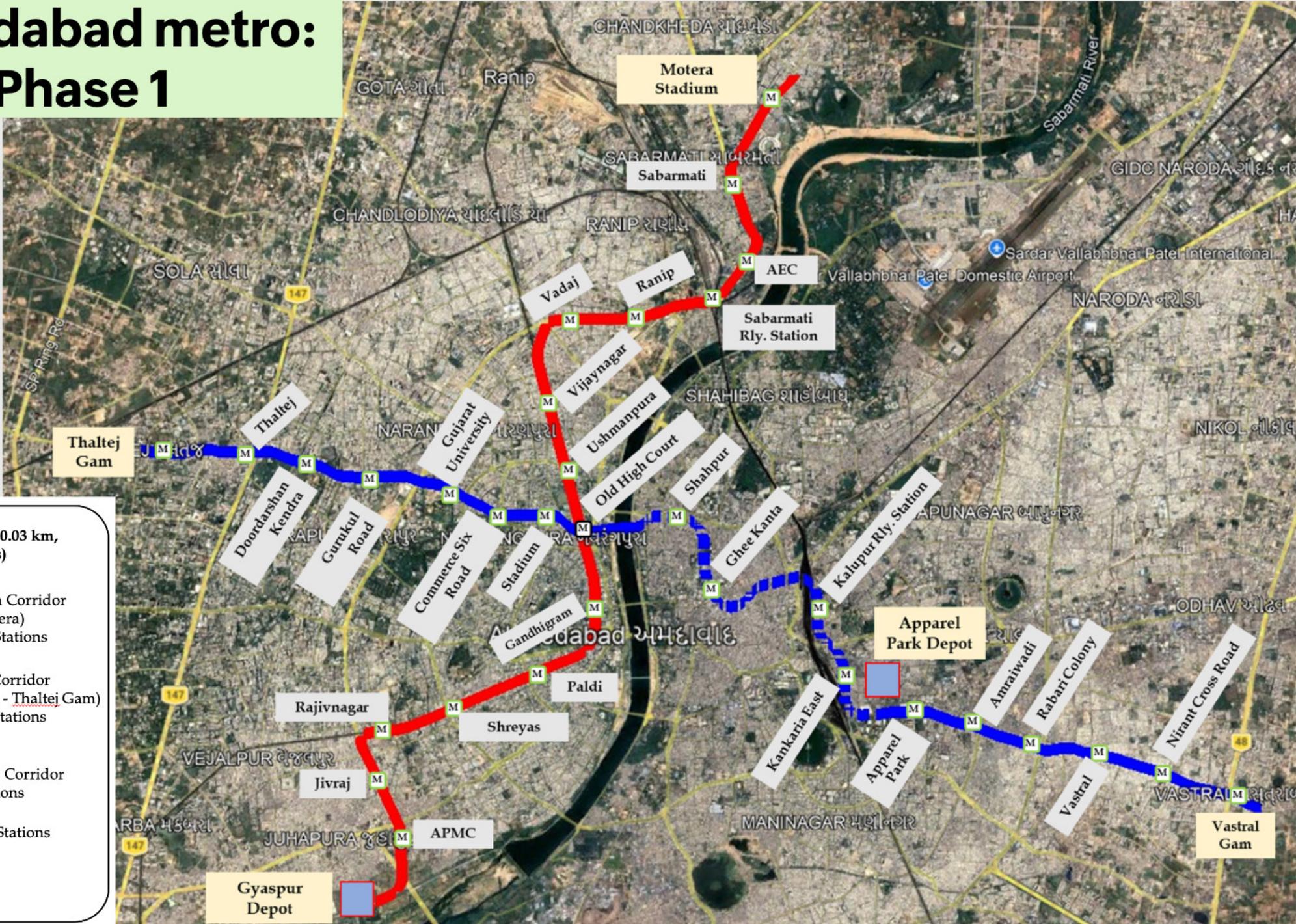
Benefits

- Existing capacity of 950 PHP will be increased to 2,900 PHP
- Passenger handling capacity will increase to 10 million passengers per annum
- Will improve convenience of passengers and make travel easier
- It will significantly enhance regional connectivity, and boost tourism in Kashmir valley
- New multi level car parking will ease the traffic
- It will create employment opportunities for locals and stimulate local economy



**Extension of Ahmedabad metro from GIFT City to Shahpur
(1,067 Cr)**

Ahmedabad metro: Phase 1



Phase-I (Length: 40.03 km, 32 Stations)

- North - South Corridor (APMC - Motera)
18.89 km, 15 Stations
- East - West Corridor (Vastral Gam - Thaltej Gam)
21.13 km, 17 Stations
- - - Underground Corridor
6.6 km, 4 Stations
- M Operational Stations
- Depot

Ahmedabad metro: Phase 2



**Phase-II (Length: 28.2 km,
22 Stations)**

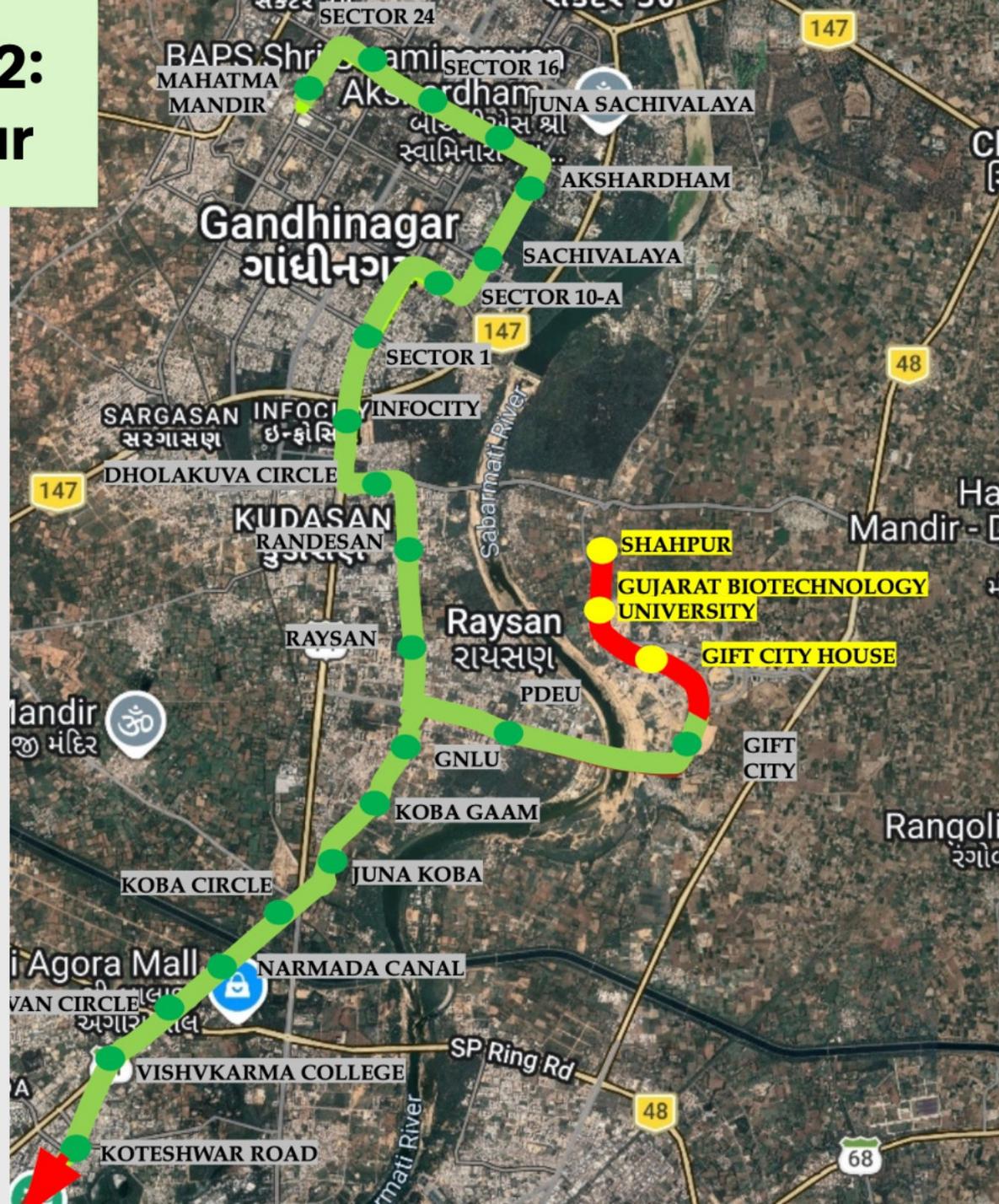
 Motera - Mahatma
Mandir,
22.8 km, 20 Stations

 GNLU - GIFT City,
5.4 km, 2 Stations

 Operational Stations

 Depot

Extension of Phase 2: GIFT City to Shahpur



Phase-II
 Motera - Mahatma Mandir &
 GNLU - GIFT City

Phase-IIB
 Gift City (excl.) - Shahpur

Expansion of North - South corridor of Ahmedabad Metro

- Existing lines of Ahmedabad Metro:
 - **Ahmedabad Metro Phase – 1 (40 km)**
 - APMC to Motera Stadium (North–South Corridor)
 - Thaltej Gam to Vastral Gam (East–West Corridor)
 - **Ahmedabad Metro Phase – 2 (28 km)**
 - Motera Stadium to Mahatma Mandir & GNLU to GIFT City
- Average daily commuter: **1.6 lakh**
- **Cabinet approved extension of metro project from GIFT City to Shahpur**
- Length: **3.3 km**
- **3 new elevated stations** will be constructed
- Cost : **1,067 Cr**
- Project duration: **4 years**
- Metro Network in Ahmedabad and Gandhinagar will cross **71 km**

Benefits

- Ahmedabad GIFT city is India's first International Financial Services Centre (IFSC)
- Direct and seamless metro connection with an interchange at GNLU and Old High court station
- Will provide direct connectivity to upcoming multi-modal transportation hub at Sabarmati
- Will strengthen connectivity between Ahmedabad and GIFT region
- Major multinational companies, educational institutions, and commercial centers located along the proposed route will directly benefit



Power sector reforms

Enhanced delegation of powers to Powergrid

- Transmission investment needs are projected at Rs 9.2 lakh Cr by 2032
- As per DPE guidelines, Maharatna CPSE Boards may approve equity investments up to 15% of net worth or Rs 5,000 Cr per project
- Powergrid net worth is Rs 92,216 Cr → 15% limit equals Rs 13,832 Cr
- **Rs 5,000 Cr per-project cap becomes a limitation**
- It restricts Powergrid's participation in high-value Tariff Based Competitive Bidding projects
- **Cabinet approved enhanced delegation to Powergrid to increase the equity investment to Rs 7,500 crore per subsidiary**

Benefits

- Will enable Powergrid's participation in high value capital-intensive transmission projects
- Will ensures better price discovery
- It will increase the availability of affordable and clean energy for consumer



MSP for Raw Jute for 2026-27 season (430 Cr)

MSP for raw jute

- India is one of the largest producer of raw jute in world
- Cabinet approved **Minimum Support Prices (MSP) of raw jute (TD-3 grade) at Rs 5,925/- per quintal** for 2026-27 Marketing season
- **Increase of Rs 275 per quintal over 2025-26**
- MSP for other varieties and grades of raw jute will be fixed based on MSP of raw jute (TD-3)
- In line with the principle of fixing MSP at 50% more than all India weighted average cost of production
- **2.5X increase in MSP on raw jute since 2014**: Rs 2,400 → Rs 5,925 per quintal
- Total MSP amount paid to raw jute growers:
 - 2004-05 to 2013-14 : Rs 441 Cr
 - 2014-15 to 2025-26 : Rs 1,342 Cr (3 times)
- Jute Corporation of India will undertake price support operations
- Losses incurred, if any, will be reimbursed by Central Government

Cabinet decisions since June 2024 (Railways, Highways, Metro)



49 Railway projects
Rs 1,80,164 Cr



27 Highway projects
Rs 2,39,748 Cr



10 Metro projects
Rs 1,31,237 Cr

Cabinet decisions since June 2024 (Airports, Ports, Ropeways)



5 new Airports
Rs 9,006 Cr



1 major port +
Shipping reforms
Rs 1,45,945 Cr



2 new ropeways
Rs 6,811 Cr

Cabinet decisions since June 2024 (Power, smart city, Housing)



3 Hydro projects +
budgetary Support

Rs 28,432 Cr



12 industrial smart
cities

Rs 28,602 Cr



PM Awaas Yojana

Rs 5,36,137 Cr



Total infra projects approved since June 2024
> Rs 13 Lakh Cr



