

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1547
ANSWERED ON 01.08.2025

RAILWAY PROJECTS IN MAHARASHTRA

1547 SHRI SANJAY RAUT:

Will the Minister of RAILWAYS be pleased to state:

- (a) the reasons for the prolonged delay or stagnation of three major railway projects in Maharashtra—the Mumbai-Pune High-Speed Rail Corridor, the Elevated Suburban Rail Corridor and rail connectivity expansion in Marathwada;
- (b) whether Government has allocated sufficient funds for these projects, and the current utilization status;
- (c) whether land acquisition, environmental clearances, or administrative challenges are responsible for the delay, and whether any independent monitoring committee has been constituted to review these projects; and
- (d) the timeline that has been fixed for completion, and whether Government intends to prioritize these projects to ensure balanced regional development in Maharashtra?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): The progress of railway projects in Maharashtra is rapid as the State Government is giving full support for improving connectivity.

There was a push back in many Railway connectivity projects from 2019 to 2022 due to the then state government's policies. This had major impact on Railway and Metro projects, especially the high speed corridor. However, since 2022, there is good support for improving connectivity in Maharashtra.

To improve the connectivity in Mumbai suburban area and to meet the future demands of passengers, Mumbai Urban Transport Project (MUTP)-II costing ₹8,087 crore, MUTP-III costing ₹10,947 crore and MUTP-IIIA costing ₹33,690 crore have been sanctioned. These projects include following works in Mumbai Suburban Area:

S. No.	Name of project	Cost (₹ in crore)
1	6th Line Mumbai Central-Borivali (30 km)	919
2	Extension of Harbour Line Goregaon-Borivali (7 km)	826
3	Virar-Dahanu Road 3rd & 4th Line (64 km)	3587
4	5th & 6th Line CSTM-Kurla (17.5 km)	891
5	Panvel-Karjat Suburban Corridor (29.6 km)	2782
6	Airoli-Kalwa (elevated) Suburban Corridor link (3.3 km)	476
7	5th & 6th line Borivali-Virar (26 km)	2184
8	4th line between Kalyan-Asangaon (32 km)	1759
9	3rd & 4th line between Kalyan-Badlapur (14.05 km)	1510
10	Kalyan Yard-Segregation of Main Line & Suburban	866
11	Vasai bye pass line (Double line) between Naigaon and Juchandra (5.73 Km)	176
12	Trespass Control (34 locations)	551

Further, as on 01.04.2025, 38 Railway projects of total length of 5,098 Km, costing ₹89,780 crore falling fully/partly in the State of Maharashtra are at various stages of planning and implementation, out of which 2,360 Km length has been commissioned and an expenditure of ₹39,407 crore has been incurred upto March, 2025.

The status of work is summarized as under:

Category	No. of projects	Total length (in Km)	Length Commissioned (in Km)	Expenditure upto March, 2025 (₹ in Cr.)
New Lines	11	1,355	234	10,504
Gauge Conversion	2	609	334	4,286
Doubling/Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Maharashtra during 2009-14 and 2014-25 is as under:-

Period	New track commissioned	Average commissioning of new track
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km (8 times)	208.36 Km/year (more than 3.5 times)

Average Budget allocation for Infrastructure projects and other works, falling fully/partly in Maharashtra is as under-

Period	Outlay
2009-14	₹ 1,171 crore/year
2025-26	₹ 23,778 crore (more than 20 times)

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

S.No.	Project	Cost (₹ in crore)
1	Jabalpur-Gondia Gauge Conversion (300 Km)	2005
2	Chhindwara-Nagpur Gauge Conversion (150 Km)	1512
3	Panvel-Pen Doubling (35 Km)	263
4	Panvel-Roha Doubling (75 Km)	31
5	Pen-Roha Doubling (40 Km)	330
6	Udhna-Jalgaon Doubling (307 Km)	2448
7	Mudkhed-Parbhani Doubling (81 Km)	673
8	Bhusawal – Jalgaon 3 rd Line (24 Km)	325
9	Jalgaon-Bhusawal 4th line (24 Km)	261
10	Daund-Gulbarga Doubling (225 Km)	3182

Some of the major infrastructure projects taken up and falling fully/partly in the Maharashtra are as under:

S. No.	Name of the project	Cost (₹ In crore)
1	Ahmednagar-Beed-Parle Vaijnath New Line (261 Km.)	4,957
2	Baramati-Lonand New Line (64 Km.)	1,844
3	Wardha-Nanded New Line (284 Km.)	3,445
4	Dhule (Borvahir)-Nardana New Line (51 Km.)	1,171
5	Manmad-Indore New Line (309 Km.)	16,321
6	Wadsa-Gadchiroli New Line (52 Km)	1,886
7	Jalna -Jalgaon New Line (174 Km.)	5,804
8	Pune-Miraj-Londa Doubling (466 Km.)	6,463
9	Daund Manmad Doubling (236 Km.)	30,376
10	Mudkhed - Medchal & Mahbubnagar - Dhone section Doubling (417 Km.)	4,686
11	Hotgi-Kudgi-Gadag Doubling (284 Km.)	2,459
12	Kalyan-Kasara - 3rd line (68 Km.)	1,433

S. No.	Name of the project	Cost (₹ In crore)
13	Wardha -Nagpur 3rd line (76 Km.)	698
14	Wardha-Ballarshah 3rd line (132 Km.)	1,385
15	Itarsi- Nagpur 3rd line (280 Km.)	2,450
16	Manmad Jalgaon 3rd line (160 Km.)	1,677
17	Kazipet -Ballarshah - 3rd line (202 Km.)	3,183
18	Rajnandgaon-Nagpur 3rd line (228 Km.)	3,545
19	Wardha-Nagpur 4th line (79 Km.)	1,137
20	Jalgaon-Manmad 4th Line (160 Km)	2,574
21	Bhusawal-Khandwa 3rd & 4th Line (131 Km.)	3,285

Further, prestigious Mumbai-Ahmedabad High Speed Rail (508 km) project at a cost of ₹ 1,08,000 crore has gathered momentum in Maharashtra. Now 100% land acquisition has been completed. Works of bridges, aqueducts etc. have been taken up.

Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port (JNPT) to Dadri (1506 km) has been taken up at a cost of ₹ 51,101 crore is also passes through Maharashtra. About 178 route Km of western DFC is situated in Maharashtra which is about 12% of overall route length of western DFC. 76 Km of this project from New Gholvad to New Vaitarna in Maharashtra has already been commissioned. Balance works have been taken up. Connectivity of WDFC to JNPT will boost the capacity to handle cargo and container traffic from port to Delhi NCR.

Further, during the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 94 surveys (26 New Line, 2 Gauge Conversion and 66 Doubling) of total length 7979 Km falling fully/ partly in the State of Maharashtra have been sanctioned under PM Gati Shakti NMP.

Railway projects are surveyed/sanctioned/executed Zonal Railway wise and not State-wise/UT wise/District wise as the Railway projects may span across State/UT/District boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 94 surveys (26 New Line, 2 Gauge Conversion and 66 Doubling) of total length 7979 Km falling fully/ partly in the State of Maharashtra including Marathwada region have been sanctioned under PM Gati Shakti NMP. Some important surveys are as below:

S. No.	Name of Project	Length in Kilometer
1	Osmanabad- Beed- Chhatrapati Sambhajnagar New Line	240
2	Chhatrapati Sambhajnagar - Chalisgaon New Line	93
3	Bodhan- Latur New Line	135
4	Kalburgi- Latur New Line	139
5	Latur- Nanded New Line	104
6	Jalna-Khamgaon New Line	155
7	Chhatrapati Sambhajnagar - Parbhani Doubling	177

After firming up of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

Various steps taken by the Government for speedy approval and implementation of railway projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels including through dedicated portal of Indian Railways named Indian Railway Project Sanction and Management (IRPSM), and (vi) 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. The issues faced by the executing units are accordingly addressed. This has led to substantial increase in rate of commissioning since 2014.

Completion of Railway project/s depends on various factors like land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s site, number of working months in a year for particular project site due to climatic conditions etc. All these factors affect the completion time of the project/s.

Station Development in Maharashtra

Ministry of Railways has launched Amrit Bharat Station Scheme for development of stations on a continuous basis with a long-term approach. It involves preparation of master plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations including 132 stations in the State of Maharashtra have been identified for development under this scheme. The names of stations identified for development under Amrit Bharat Station Scheme in the State of Maharashtra are as following:

State	No. of Amrit Stations	Names of Amrit Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar , Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhaji Nagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad , Dhule, Diva, Dudhani, Gangakher, Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Jn, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Jn, Kurla Jn, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road , Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, Mumbai Central, Mumbra, Murtizapur Jn, Nagarsol, Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar, Pandharpur, Panvel Jn, Parbhani Jn, Parel, Parli Vaijnath, Partur , Phaltan, Prabhadevi, Pulgaon Jn, Pune Jn, Purna Jn, Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu , Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar

Development works at railway stations under Amrit Bharat Station Scheme in the State of Maharashtra have been taken up at a good pace. Till now, phase-I works of 15 stations (Amgaon, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road) in the State of Maharashtra have been completed under this scheme.

Development / Redevelopment / Upgradation / Modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Upgradation / development / redevelopment of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Development / Upgradation / Modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station wise or state-wise. The State of Maharashtra is covered under the jurisdiction of four railway zones, namely Central Railway, South Central Railway, South East Central Railway and Western Railway. For these zones, an allocation of ₹3,751 crore has been made for the financial year 2025–26, out of which an expenditure of ₹813 crore has been incurred so far.
