

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1562
ANSWERED ON 01.08.2025

PROGRESS OF RAILWAY INFRASTRUCTURE PROJECTS IN MAHARASHTRA

1562 SHRI DHANANJAY BHIMRAO MAHADIK:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of ongoing railway infrastructure projects in Maharashtra, including new lines and electrification;
- (b) the funds allocated and utilized for these projects in the last three years;
- (c) the expected timelines for completion; and
- (d) the benefits anticipated in terms of connectivity and economic development?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): 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.

Railway infrastructure projects falling fully/partly in the State of Maharashtra are covered under Central Railway, South Central Railway, South East Central Railway, South Western Railway and Western Railway Zones of Indian Railways. Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversion and 25 Doubling), of a total length of 5,098 km, costing ₹ 89,780 crore, falling fully/partly in Maharashtra, are sanctioned, out of which 2,360 km length has been commissioned and an expenditure of ₹39,407 crore has been incurred upto March' 2025. The summary is as under:-

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Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	11	1,355	234	10,504
Gauge Conversion	02	609	334	4,286
Doubling / Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

Budget allocation for Infrastructure projects and safety works, falling fully/ partly in the State of Maharashtra is as under:

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

Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Maharashtra during 2009-14 and 2014-2024 is as under:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km	208.36 Km/year (more than 3 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)	2,005
2	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
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)	2,448
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)	3,182

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

S.No	Name of the project	Cost (₹ In crore)
1	Ahmednagar-Beed-Parle Vajjnath 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
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

During the last three years i.e FY 2022-23, 2023-24, 2024-25 and the current FY, 27 Multi-tracking project of total length 1991 Km., costing approx. 47,126 crore falling fully/ Partly in the State of Maharashtra, have been sanctioned.

These Multi-tracking projects will enhance line capacity, provide additional passenger and freight traffic, enable faster movement of goods and services, reduce operational bottlenecks, improve logistics efficiency, increase in direct and indirect employment opportunities for the people of the region, develop tourism industry and increase industrial activities in the region.

Further, Construction works on the flagship High speed bullet train project have gathered momentum in Maharashtra. Now 100% land acquisition has been completed. Works of bridges, aqueducts etc. have been taken up.

Western DFC 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

Completion of Railway project/s depends on various factors like quick 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 etc. All these factors affect the completion time and cost of the project/s.

Further, electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-25	46,900

In Maharashtra, entire existing BG network (5,938 Route Km.) has been electrified. All New Line projects are being sanctioned and constructed with electrification.
