

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
STARRED QUESTION NO. 222
ANSWERED ON 19.12.2025

NEW RAILWAY PROJECTS IN MAHARASHTRA

*222 SHRI RYAGA KRISHNAIAH:

Will the Minister of RAILWAYS be pleased to state:

- (a) details of new railway projects that were announced for Maharashtra during the last three years;
- (b) details of the number of projects, out of these, commissioned so far and the budgetary allocations made for the same;
- (c) the status of those projects which have not been commissioned and the time by which these would be commissioned;
- (d) whether Government is aware that a large area in Maharashtra is still deprived of rail connectivity;
- (e) if so, the details thereof, along with the time by which the works on these projects is likely to be started?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 222 BY SHRI RYAGA KRISHNAIAH ANSWERED IN RAJYA SABHA ON 19.12.2025 REGARDING NEW RAILWAY PROJECTS IN MAHARASHTRA.

(a) to (e): Budget allocation during the last five years has increased significantly. 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)

The details of commissioning/laying of new track 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 tracks
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km	208.36 Km/year (More than 3 times)

Capacity Augmentation works for Mumbai Suburban area

Presently, about 120 originating Mail/Express trains and about 3200 sub urban trains are handled daily in Mumbai area. To increase capacity and improve safety, several steps have been taken by Indian Railways as under:

To increase train handling capacity at various stations in Mumbai area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Bandra Terminus	3 Pit Lines have been completed
2	Mumbai Central	Platform extension for 24 LHB coaches
3	Jogeshwari	2 additional platforms
4	Dadar	1 additional platform
5	Vasai road	6 platforms, 3 pit lines and 5 stabling lines
6	Panvel-Kalamboli	5 platforms , 4 pit lines and 2 sick lines

7	Kalyan	6 platforms and 4 pit lines
8	LTT	4 platforms and 2 pit lines
9	Parel	6 platforms, 5 pit lines, 6 stabling lines
10	Virar	25 stabling lines
11	Dahanu road	11 stabling lines
12	Mira road	25 stabling lines

In addition to above, Platform extension work at 34 stations to accommodate 15 car EMUs have been taken up.

To improve the capacity of rail network in Mumbai suburban area, 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:

SN	Name of Project	Cost (in Cr.)
1	CSMT-Kurla 5 th & 6 th Line (MUTP-II) (17.5 km)	891
2	Mumbai Central-Borivali 6 th Line (MUTP-II) (30 km)	919
3	Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 km)	826
4	Borivali-Virar 5 th & 6 th Line (MUTP-IIIA) (26 km)	2,184
5	Virar-Dahanu Road 3 rd & 4 th Line (MUTP-III) (64 km)	3,587
6	Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 km)	2,782
7	Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 km)	476
8	Kalyan-Asangaon 4 th Line (MUTP-IIIA) (32 km)	1,759
9	Kalyan-Badlapur 3 rd & 4 th line (MUTP-IIIA) (14 km)	1,510
10	Kalyan-Kasara 3 rd Line (67 km)	793
11	Naigaon-Juichandra double chord Line (6 km)	176
12	Nilaje-Kopar double chord Line (5 km)	338
13	Kalyan Yard remodeling work	866

To enhance passenger carrying capacity, 238 rakes of 12 cars each with doors have been sanctioned under MUTP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

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. The summary is as under:-

Category	No. of sanctioned Projects	Total Length (in Km)	Length Commissioned Upto Mar'25 (Km)	Exp. upto Mar'25 (₹ in Cr.)
New Line	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

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

S.No.	Project	Cost (₹ in crore)
1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Manmad-Jalgaon 3rd line (160 Km)	2,574
3	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
4	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
5	Panvel-Pen Doubling (35 Km)	263
6	Pen-Roha Doubling (40 Km)	330
7	Udhna-Jalgaon Doubling (307 Km)	2,448
8	Mudkhed-Parbhani Doubling (81 Km)	673
9	Bhusawal-Jalgaon 3rd line (24 Km)	325
10	Jalgaon-Bhusawal 4th line (24 Km)	261
11	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	Gondia-Ballarshah (Chanda Fort) doubling (240 Km)	4,373
2	Hotgi Bypass line (6 Km)	177
3	Panvel-Chouk doubling section (17 Km)	491
4	Panvel-Somtane Chord line and Panvel-Chikhli Chord line (8 Km)	445
5	Miraj Chord line (2 Km)	129
6	Wardha-Balharshah quadrupling (135 Km)	2,226
7	Puntamba-Sainagar Shirdi doubling (17 Km)	227
8	Itarsi-Nagpur 4 th line (297 Km)	5,010
9	Chhatrapati Sambhajanagar-Parbhani doubling (177 Km)	2,006
10	Gondia-Dongargarh 4th line (84 Km)	1,985
11	Wardha-Bhusawal 3 rd & 4 th line (314 Km)	8,199
12	Jalgaon-Bhadli 5 th line (9 Km)	114
13	Gondia bypass line (19 Km)	354
14	Jalgaon-Manmad 4 th line (160 km)	2,574
15	Bhusawal-Khandwa 3 rd & 4 th line (131 Km)	3,285
16	Mudkhed-Medchal & Mahbubnagar-Dhone doubling (417 Km)	4,686
17	Chhatrapati Sambhajanagar-Ankai doubling (98 Km)	961
18	Nilaje and Kopar double chord Line (5 Km)	338
19	Mudkhed junction bypass line (3 Km)	62
20	Purna bypass line (3 Km)	72
21	Ankai bypass Line (2 Km)	29

22	Parbhani-Parli Vaijanath doubling (65 Km)	770
23	Latur Road Station bypass line (2 Km)	47
24	Parli-Vaijanath Station bypass line (2 Km)	56
25	Pachora-Jamner gauge conversion with extension upto Malkapur (84 Km)	955
26	Vadhavan Port-New Palghar doubling (22 Km)	1,423
27	Ahilyanagar-Beed-Parli Vaijnath new line (261 Km)	4,957
28	Baramati-Lonand new line (64 Km)	1,844
29	Wardha-Nanded new line (284 Km)	3,445
30	Indore-Manmad new line (360 Km)	18,529
31	Wadsa-Gadchiroli new line (52 Km)	1,886
32	Jalna-Jalgaon new line (174 Km)	5,804
33	Daund-Manmad doubling (236 Km)	3,037
34	Kalyan-Kasara 3rd line (68 Km)	1,433
35	Wardha-Nagpur 3rd line (76 Km)	698
36	Wardha-Ballarshah 3rd line (132 Km)	1,385
37	Itarsi-Nagpur 3rd line (280 Km)	2,450
38	Rajnandgaon-Nagpur 3rd line (228 Km)	3,545
39	Wardha-Nagpur 4th line (79 Km)	1,137

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.

During the last three years i.e. 2022-23, 2023-24, 2024-25 and the current financial year 2025-26, 98 surveys (29 New Line, 2 Gauge Conversion and 67 Doubling) of total length 8,603 Km falling fully/ partly in the State of Maharashtra, have been sanctioned.

Railway projects are sanctioned Zonal Railway-wise and not State-wise or Region-wise as Indian Railways' projects may span across State boundaries.

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.

Sanction of any railway project depends 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
- 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.
