

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 31  
TO BE ANSWERED ON 27.11.2024**

**PENDING RAILWAY PROJECTS**

**\*31. DR. SHRIKANT EKNATH SHINDE:  
SHRI NARESH GANPAT MHASKE:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Government is aware of the pending railway projects in Maharashtra and Bihar and the need for surveys for construction of new railway lines particularly in Samastipur, Khagariya, Mumbai North West, Thane and Kalyan parliamentary constituency;**
- (b) if so, the details thereof, including the names of the projects which are pending and/or under consideration;**
- (c) timeline for completion of the pending projects, if any; and**
- (d) the details of budgetary provisions for completion of these projects during the last financial year, actual expenses during the this period and budgetary provisions during the current financial year?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 31 BY DR. SHRIKANT EKNATH SHINDE AND SHRI NARESH GANPAT MHASKE TO BE ANSWERED IN LOK SABHA ON 27.11.2024 REGARDING PENDING RAILWAY PROJECTS**

**(a) to (d): Railway projects are surveyed/sanctioned Zonal Railway-wise and not State-wise or Parliamentary constituency wise as Indian Railways' projects may span across State boundaries/Parliamentary constituency boundaries.**

**Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.**

**As on 01.04.2024, across Indian Railways including Maharashtra and Bihar, 488 (187 New Lines, 40 Gauge conversion and 261 Doubling) of total length 44,888 km costing approx. ₹7.44 lakh crore are in planning/approval/construction stage, out of which 12,045 km length has been commissioned and an expenditure of approx. ₹2.92 lakh crore has been incurred upto March, 2024. The summary is as under:-**

<b>category</b>	<b>No of Projects</b>	<b>Total Length NL/GC/DL (km)</b>	<b>Length Commissioned till Mar'24 (Km)</b>	<b>Total Exp upto Mar'24 (Cr)</b>
<b>New lines</b>	<b>187</b>	<b>20,199</b>	<b>2,855</b>	<b>1,60,022</b>
<b>Gauge conversion</b>	<b>40</b>	<b>4,719</b>	<b>2,972</b>	<b>18,706</b>
<b>Doubling / Multi tracking</b>	<b>261</b>	<b>19,570</b>	<b>6,218</b>	<b>1,13,742</b>
<b>Total</b>	<b>488</b>	<b>44,488</b>	<b>12,045</b>	<b>2,92,470</b>

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**MAHARASHTRA**

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. The details of Railway projects including allotment of funds and expenditure project wise and zonal railway wise are made available in public domain on Indian Railways website.

91 No. Surveys (New line, Gauge Conversion and Doubling/ multi tracking) of total length 7,458 km falling fully/partly in the state of Maharashtra have been sanctioned during the last three years and current year.

As on 01.04.2024, 41 projects (16 New Lines, 02 Gauge Conversions and 23 Doubling), of total length of 5,877 Km, costing ₹81,580 crore falling fully/partly in Maharashtra are in planning/approval/ construction stage, out of which 1,926 km length has been commissioned and an expenditure of ₹31,236 crore has been incurred upto March, 2024. The summary is as under:-

Category	No. of projects	Total Length (in km)	Length Commissioned (Km)	Exp upto March 2024 (₹ in cr.)	Outlay 2024-25 (₹ in cr.)
New line	16	2017	166	8529	2125
Gauge conversion	2	609	312	3332	800
Doubling/ Multitracking	23	3251	1448	19376	4317
<b>Total</b>	<b>41</b>	<b>5877</b>	<b>1926</b>	<b>31236</b>	<b>7242</b>

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**: 3 :**

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

<b>Period</b>	<b>Average Outlay</b>	<b>Increase w.r.t. average allocation of 2009-14</b>
<b>2009-14</b>	<b>₹ 1171 crore/year</b>	<b>-</b>
<b>2024-25</b>	<b>₹ 15940 Crore.</b>	<b>More than 13 times</b>

**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:**

<b>Period</b>	<b>Total Commissioning</b>	<b>Average Commissioning</b>	<b>Increase w.r.t. average commissioning during 2009-14</b>
<b>2009-14</b>	<b>292 km</b>	<b>58.4 km/year</b>	<b>-</b>
<b>2014-24</b>	<b>1830 km</b>	<b>183 km/year</b>	<b>More than 3 times</b>

**To reduce congestion and meet the future demands of passengers in Mumbai and surrounding areas, 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. The list of projects undertaken in Mumbai and surrounding areas is as under:**

**Contd...4**

<b>SN</b>	<b>Name of the Project</b>	<b>Cost (in Cr.)</b>
<b>1.</b>	<b>CSMT-Kurla 5<sup>th</sup>&amp; 6<sup>th</sup> Line (MUTP-II) ( 17.5 km)</b>	<b>891</b>
<b>2.</b>	<b>Mumbai Central-Borivali 6<sup>th</sup> Line (MUTP-II) ( 30 km)</b>	<b>919</b>
<b>3</b>	<b>Extension of Harbour Line from Goregaon to Borivali (MUTP-IIIA) ( 7 km)</b>	<b>826</b>
<b>4</b>	<b>Borivali-Virar 5<sup>th</sup>&amp; 6<sup>th</sup> line (MUTP-IIIA) ( 26 km)</b>	<b>2184</b>
<b>5</b>	<b>Virar-Dahanu Road 3<sup>rd</sup>&amp; 4<sup>th</sup>Line (MUTP-III) ( 64 km)</b>	<b>3587</b>
<b>6</b>	<b>Panvel-Karjat Suburban Corridor (MUTP-III) ( 30 km)</b>	<b>2782</b>
<b>7</b>	<b>Airoli-Kalwa (elevated) suburban corridor link (MUTP-III) ( 4 km)</b>	<b>476</b>
<b>8</b>	<b>Kalyan-Asangaon 4<sup>th</sup> line (MUTP-IIIA) ( 32 km)</b>	<b>1759</b>
<b>9</b>	<b>Kalyan-Badlapur 3<sup>rd</sup> &amp; 4<sup>th</sup> line (MUTP-IIIA) ( 14 km)</b>	<b>1510</b>
<b>10</b>	<b>Kalyan-Kasara 3<sup>rd</sup> Line ( 67 km)</b>	<b>792</b>
<b>11</b>	<b>Naigaon-Juichandra double chord line ( 6 km)</b>	<b>176</b>
<b>12</b>	<b>Nilaje- Kopar double chord line ( 5 km)</b>	<b>338</b>

**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. Orders for 3 TBMs to carry out about 21 km tunneling under sea have also been placed. Meanwhile, all preparatory works required for the working of TBMs such as construction of shafts etc have also been taken up.**

**Contd...5**

**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.**

### **BIHAR**

**Railway Infrastructure Projects falling fully/partly in the State of Bihar are covered under East Central Railway (ECR), Eastern Railway (ER), North Eastern Railway (NER) and Northeast Frontier Railway (NFR) Zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain.**

**During the last 3 years (2021-22, 2022-23, 2023-24 and current Financial Year i.e. 2024-25), 72 surveys (12 New line & 60 Doubling) of length 3,889 km falling fully/partly in the State of Bihar have been sanctioned.**

**As on 01.04.2024, 55 projects (31 New Lines, 02 Gauge Conversions and 22 Doubling), of total length of 5,064 Km, costing ₹79,356 crore falling fully/partly in the State of Bihar are in planning/approval/construction stage, out of which, 1,194 km length has been commissioned and an expenditure of ₹26,983 crore has been incurred upto March 2024. The summary is as under:-**

**Contd...6**

<b>category</b>	<b>No. of projects</b>	<b>Total Length (in km)</b>	<b>Length Commissioned (Km)</b>	<b>Exp upto March 2024 (₹ in cr.)</b>	<b>Outlay 2024-25 (₹ in cr.)</b>
<b>New line</b>	<b>31</b>	<b>2712</b>	<b>464</b>	<b>13629</b>	<b>2516</b>
<b>Gauge conversion</b>	<b>2</b>	<b>348</b>	<b>288</b>	<b>1520</b>	<b>60</b>
<b>Doubling/ Multitracking</b>	<b>22</b>	<b>2005</b>	<b>442</b>	<b>11834</b>	<b>2498</b>
<b>Total</b>	<b>55</b>	<b>5064</b>	<b>1194</b>	<b>26983</b>	<b>5074</b>

**Since 2014, there has been substantial increase in Budget allocation and commensurate commissioning of projects. Annual Budget allocation for Infrastructure and other works, falling fully/partly in the State of Bihar is as under:**

<b>Year</b>	<b>Outlay</b>	<b>Increase w.r.t. allocation of 2013-14</b>
<b>2013-14</b>	<b>₹ 1,245 Cr.</b>	<b>-</b>
<b>2023-24</b>	<b>₹ 8,505 Cr.</b>	<b>More than 6 times</b>
<b>2024-25</b>	<b>₹ 10,033 crore</b>	<b>More than 8 times</b>

**Average annual commissioning for Infrastructure projects, falling fully/partly in the State of Bihar is as under:-**

<b>Year</b>	<b>Commissioning</b>	<b>Increase w.r.t. average annual commissioning during 2009-14</b>
<b>2009-14</b>	<b>64 Km/year</b>	<b>-</b>
<b>2014-24</b>	<b>167 Km/year</b>	<b>More than 2 times</b>

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**Khagaria – Kusheshwar Asthan (42 km) new rail line project passing through Khagaria constituency is a sanctioned project. Out of total 42 km length, Khagaria – Alauli (19 km) section has been commissioned and remaining Alauli – Kusheshwar Asthan (23 km) section work has been taken up.**

**Samastipur - Darbhanga doubling (38 km) project passing through Samastipur constituency is a sanctioned project. Out of total 38 km, 26 km doubling has been commissioned and work in balance section has been taken up.**

**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.**

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