

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 4354
TO BE ANSWERED ON 26.03.2025**

NASHIK-DAHANU RAILWAY LINE AND CONNECTIVITY TO TRIMBAKESHWAR

4354. SHRI RAJABHAU PARAG PRAKASH WAJE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government will consider the long-pending demand for a Nashik-Dahanu railway line, if so, the details thereof;**
- (b) the current status of the project, including technical feasibility, land acquisition, and financial planning under schemes such as PM Gati Shakti, National Rail plan, or Amrit Bharat Station Scheme;**
- (c) whether the Government will prioritize the construction and commissioning of a railway track from Nashik to Trimbakeshwar to ensure direct rail connectivity for devotees from across the country, in light of the 2027 Kumbh Mela, which is expected to attract crores of pilgrims; and**
- (d) if so, the detail of timelines, budget allocations, and steps planned to implement this critical railway infrastructure before Kumbh Mela 2027?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Final Location Survey (FLS) for construction of new line from Nashik–Trimbakeshwar–Vangaon-Dahanu Road (100 Km) has been sanctioned.

Contd...2/-

The survey works of New Line, Gauge Conversion and Doubling of existing rail network are taken up under PM Gati Shakti National Master Plan (NMP) for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency and remove gaps for seamless movement of people, goods and services, connectivity to industrial clusters, ports, mines, power plants, agricultural zones including tourist and cultural places.

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, 41 Railway 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 the State of Maharashtra, are at various stages of planning and implementation, out of which 1,926 Km length has been commissioned and an expenditure of ₹31,236 crore has been incurred upto March, 2024.

The status of work is summarized as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March, 2024 (₹ in Cr.)
New Lines	16	2,017	166	8,529

Gauge Conversion	2	609	312	3,332
Doubling/ Multitracking	23	3,251	1,448	19,376
Total	41	5,877	1,926	31,236

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)

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
2014-24	1,830 Km	183 Km/year (more than 3 times)

Amrit Bharat Station Scheme envisages 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 station have been identified under this scheme out of which 132 stations are located in the State of Maharashtra. 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	Name of Amrit Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Aurangabad, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad,

	<p>Dadar (DDR), Dadar (DR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharmabad, Dhule, Diva, Dudhani, Gangakher, Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Itwari, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kolhapur, Kopargaon, Kurduwadi, Kurla, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand, Lonavla, Lower Parel, Malad, Malkapur, Manmad, Manwath Road, Marine Lines, Matunga, Miraj, Mudkhed, Mumbai Central, Mumbra, Murtajapur, Nagarsol, Nagpur, Nandgaon, Nandura, Nandurbar, Narkher, Nashik Road, Osmanabad, Pachora, Palghar, Pandharpur, Panel, Parbhani, Parel, ParliVaijnath, Partur, Phaltan, Prabhadevi, Pulgaon, Pune Jn, Purna, Raver, Rotegaon, Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar.</p>
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Development works at railway stations under Amrit Bharat Station Scheme in Nashik parliamentary constituency and nearby areas in the state of Maharashtra have been taken up at a good pace. The progress at some of these stations is as given below:

- **At Devlali station, works of construction of entrance gate, entrance porch, boundary wall, new platform shelter, improvement of circulating area, parking area, toilets, provision of lifts, standard signages, improved lighting, etc. have been completed.**
- **At Manmad station, works of construction of new platform shelter and improvement of platform surfacing have been completed and works of construction of entrance gate, improvement of station building, toilets, booking office, circulating area, parking area, signages, station lighting, construction of new foot over bridge, provision of lifts and escalator, etc. have been taken up.**
- **At Lasalgaon station, works of improvement of station building, circulating area, parking area, provision of additional platform shelters, construction of entrance gate, boundary wall, toilets and new booking office have been completed.**
- **At Igatpuri station, works of construction of new entrance gate, cover shed for staircase of foot over bridge, new toilet block and sewage treatment plant have been completed and works of construction of new booking office, service building, improvement of station building, etc. have been taken up.**
- **At Kopergaon station, works of improvement of station building, waiting hall, platform surfacing, construction of canopy shed, new overhead water tank, underground sump and provision of additional platform shelters have been completed and works of construction of new toilet block, improvement of circulating area, parking area, etc. have been taken up.**

Master planning for development of Nashik Road station under Amrit Bharat Station Scheme has been taken up. This is an iterative process requiring optimization and the time frame for such optimization cannot be indicated at this stage.

Development/upgradation/modernizations 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 four zones viz. Central Railway, South Central Railway, South East Central Railway and Western Railway. For these zones, an allocation of ₹3,854 Crores (Revised Estimate) has been made for the financial year 2024-25 under Plan Head-53.

Development / redevelopment / upgradation of Railway Station is complex in nature involving safety of passengers & trains and requires various statutory clearance, heritage, tree cutting, air-port clearances etc. The progress also gets affected due to brownfield 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 high power lines etc., and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) is a continuous and dynamic process of Indian Railway. Such works are taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility, availability of funds etc.

Further, following ROB/RUB construction works in Nashik District are in progress:-

ROB RUB CONSTRUCTION IN NASHIK DISTRICT	
Items	Ongoing works of ROB/RUB
ROB	16
RUB	4
Total	20

Completion of any ROB/RUB work depends on various factors like cooperation of State Governments for consent of closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project/ work sites, number of working months in a year for particular project/ work sites due to climatic conditions etc. All these factors affect the completion time of the projects/ works. Therefore, it is quite difficult to fix definite timelines for completion of ROB/RUBs.
