

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5271
TO BE ANSWERED ON 02.04.2025**

PENDING RAILWAY PROJECTS IN MAHARASHTRA

**†5271. SHRI SANJAY UTTAMRAO DESHMUKH:
SHRI ARVIND GANPAT SAWANT:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the pending railway projects in Maharashtra, particularly in Yavatmal-Washim Parliamentary Constituency;**
- (b) the funds sanctioned and released so far for the said pending railway projects during the last five years;**
- (c) the estimated timeline for completion of the said pending railway projects and the targets set by the Government for completion of the said projects;**
- (d) whether the Government has received any proposal for railway project from the various States including Maharashtra;**
- (e) if so, the details thereof;**
- (f) the action taken by the Government in this regard and the targets set in this regard in the current budget and the details thereof;**
- (g) the action plan of the Government for development of Railways and providing facilities to the passengers; and**
- (h) the facilities provided to the students, old age and elderly people and the manner in which the interest of the said people have been taken care of?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (h): Railway projects are surveyed/sanctioned/executed Zonal Railway

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wise and not State-wise/Constituency wise as the Railway projects may span across State 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 throw forward of ongoing projects and overall availability of funds.

Railway infrastructure projects falling fully/partly in the State of Maharashtra are covered under Central Railway (CR), South Central Railway (SCR), Western Railway (WR), South East Central Railway (SECR) and South Western Railway (SWR) zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railways website.

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 Rs.81,580 crore falling fully/partly in the State of Maharashtra, including Yavatmal – Washim Parliamentary Constituency, are at various stages of planning and implementation, out of which 1,926 Km length has been commissioned and an expenditure of Rs.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 (Rs. in Cr.) |
|------------------|------------------------|-----------------------------|------------------------------------|--|
| New Lines | 16 | 2,017 | 166 | 8,529 |

Contd....3/-

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

Wardha – Yavatmal- Nanded New Line Project (284 Km) passing through Yavatmal – Washim Parliamentary Constituency has been sanctioned. Out of total 284 Km length, Wardha – Kalamb section (39 Km) has been commissioned and work on the balance section have been taken up. Till February 2025, an expenditure of Rs. 3,206 Crore has been made in this project. An allocation of Rs. 310 Crore has been made for this project in Financial Year 2025-26.

Further to improve Rail Connectivity in Yavatmal – Washim Region, following Major surveys have been taken up:-

- 1. Murtizapur-Achalpur Gauge Conversion Project (76Km).**
- 2. Murtizapur-Yavatmal Gauge Conversion Project (112 Km).**

Following major projects falling fully/partly in the State of Maharashtra have been sanctioned recently:-

| S.No. | Name of the Project | Cost (Rs. in Cr.) |
|--------------|---|--------------------------|
| 1. | Manmad-Indore New Line (309 Km) | 16,321 |
| 2. | Jalna – Jalgaon New Line (174 Km) | 5,804 |
| 3. | Aurangabad – Ankai doubling (98 Km) | 961 |
| 4. | Parbhani – Parli – Vaijanath doubling (65 Km) | 770 |
| 5. | Jalgaon – Manmad 4th Line (160 Km) | 2,574 |
| 6. | Bhusawal – Khandwa 3rd and 4th Line (131 Km) | 3,285 |

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

| Period | Outlay |
|----------------|---|
| 2009-14 | Rs. 1,171 crore/year |
| 2025-26 | Rs. 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) |

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.

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.

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During the last three years and current year(2021-22, 2022-23, 2023-24 and current Financial Year i.e. 2024-25), 95 No. Surveys (28 New line, 02 Gauge Conversion and 65 Doubling/multi tracking) of total length 8,366 km falling fully/partly in the state of Maharashtra have been sanctioned.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, 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.

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, 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. This has led to substantial increase in rate of commissioning since 2014.

Proposals/requests/suggestions/ representations, both formal and informal for Railway projects/Works across the country are received on the basis of demands raised by State Governments, Members of Parliament, Ministries of Central Government, elected representatives, Railways' own requirements, organizations/rail users etc. at various levels including Railway Board, Zonal

Railways, Division Office etc. As receipt of such proposals/complaints/suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to time.

Station Redevelopment:

Ministry of Railways has launched Amrit Bharat Station Scheme for development of railway stations over Indian Railways. This 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 stations have been identified for development under Amrit Bharat Station 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 | Names 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, 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, Panvel, Parbhani, Parel, Parli Vaijnath, 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 |
|--|--|--|

Tenders for development works at 107 Amrit stations located in the state of Maharashtra have been awarded and works have been taken up at a good pace. The progress at some of these stations is as given below:

- At Nagpur station in the state of Maharashtra, structural works of East side departure and arrival building have been completed and works of construction of air concourse, administrative building on West side, new foot over bridge, etc. have been taken up.**
- At Matunga station, works of improvement of station building, booking office, platform surfacing, platform shelter, toilet block, etc. have been completed.**
- At Shahad station, works of improvement of booking office, construction of entrance gate, new toilet block, improvement of platform surfacing, platform shelter, parking area, landscaping, etc. have been completed.**

- **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 signagaes, improved lighting, etc. have been completed.**
- **At Savda station, works of improvement of circulating area, parking area, toilets, station lighting, construction of entrance gate, porch, boundary wall, architectural improvement of station building, provision of standard signages, 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.**

Development/upgradation/ of stations 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 Rs 3,854 Crores (Revised Estimate) has been made for the financial year 2024-25 under Plan Head-53.

Provision/upgradation of amenities and development 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.

Development/ upgradation 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 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 tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.
