

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1825
TO BE ANSWERED ON 30.07.2025**

OSMANABAD-BEED-AURANGABAD RAIL PROJECT

**†1825. SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN
RAJENIMBALKAR:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the steps taken by the Government to run rail projects across the country in a robust manner;**
- (b) the date on which Osmanabad-Beed-Aurangabad rail project survey was announced by the Union Government;**
- (c) whether the survey of this route has been conducted/completed, if so, the details thereof;**
- (d) whether the work of this project has been started, if so, the current status thereof and if not, the reasons therefor;**
- (e) the extent to which the work has been completed so far under this project;**
- (f) the time by when the said project is likely to be completed; and**
- (g) the details of the timeline set by the Government for the completion of the said project?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

- (a) to (g): Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity,**

-:2:-

missing links (including infrastructure gaps) 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.

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned, out of which, 12,769 Km length has been commissioned and an expenditure of approx. ₹2.91 lakh crore has been incurred upto March, 2025. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (Km)	Total Exp upto Mar'25 (₹ in Crore)
New Lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling/ Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

The Average Annual Budget allocation for New Line, Gauge Conversion and Doubling Projects across Indian Railways is given below:

Period	Outlay
2009-14	₹11,527 crore/year
2025-26	₹68,785 crore (Nearly 6 times)

-:3:-

The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.57 Km/day (more than 2 times)

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 237 projects (40 New Line, 17 Gauge Conversion and 180 Doubling) of total length 9,703 Km costing approx. ₹1,90,333 Crore have been sanctioned across the country. Similarly, during this period, 892 surveys (267 New Line, 11 Gauge Conversion & 614 Doubling) of total length 61,462 Km have been sanctioned.

Final Location Survey (FLS) for New rail line between Osmanabad-Beed-Aurangabad (240 km) has been sanctioned on 14.02.2025 for preparation of the Detailed Project Report (DPR).

After firming up of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

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. Zone-wise/year-wise details of all 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 Conversions and 25 Doubling), of total length of 5,098 Km, costing ₹89,780 crore falling fully/partly in Maharashtra are in construction stage, out of which 2360 km length has been commissioned and an expenditure of ₹39,407 crore has been incurred upto March, 2025. The status of work is summarized as under:-

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2025 (₹ in Crore)
New Lines	11	1355	234	10504
Gauge Conversion	2	609	334	4286
Doubling / Multitracking	25	3134	1792	24617
Total	38	5098	2360	39407

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 per year (Nearly 4 times)

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.

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.