

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 4593
TO BE ANSWERED ON 20.08.2025**

STATUS OF WARDHA-AKOLA-BHUSAVAL SECTION

4593. SHRI ANUP SANJAY DHOTRE:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the current status of the Detailed Project Report (DPR) for the construction of the third and fourth lines on the Wardha-Akola-Bhusaval section;**
- (b) the expected timeline for completion of the project considering the results of the DPR examination;**
- (c) whether the project has received all necessary environmental and statutory clearances and if so, the details thereof and if not, the reason therefor along with the current stage of approval;**
- (d) whether the fund has been sanctioned for the project and if so, the details thereof along with the estimated cost of the project as per the DPR; and**
- (e) the details of the possible impact on travel time and connectivity in the Vidarbha and Khandesh regions upon completion of the project?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Final Location Survey (FLS) for Bhusaval – Akola - Wardha 3rd & 4th line (314 km) has been sanctioned for preparation of Detailed Project Report (DPR). The physical survey been completed and the DPR has been prepared.

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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.

The project will enhance line capacity, provide additional passenger and freight traffic, enable faster movement of goods and services, reduce operational bottlenecks, improve logistics efficiency, increase in direct and indirect employment opportunities for the people of the region, develop tourism industry and increase industrial activities in the region.

Indian Railways has immediately imbibed the principles of Gati Shakti in its project planning process, expediting appraisal, sanction and execution of projects. On ground survey, route alignment, deciding alternative route to avoid passing through forest and wildlife areas, connectivity to ports, mines, collieries is done through PM Gati Shakti Institutional mechanism developed by BISAG-N. This has led to enhancement in the quality of preparation of Detailed Project Report and reduction in project cost.

Now survey of all New Line, Gauge Conversion and Doubling projects are taken up under PM Gati Shakti Institutional mechanism developed by BISAG-N for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency, first and last mile connectivity, throughout enhancement and remove gaps for seamless movement of people, goods/ commodities i.e. agricultural products, fertilizers, coal, iron ore, steel, cement, limestone etc.

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.
