

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO. 666
TO BE ANSWERED ON 03.12.2025**

NEW RAILWAY PROJECTS FOR MAHARASHTRA AND MADHYA PRADESH

**666. DR. SHRIKANT EKNATH SHINDE:
SHRI NARESH GANPAT MHASKE:
SMT. BHARTI PARDHI:
SHRI RAVINDRA DATTARAM WAIKAR:
SHRI SHRIRANG APPA CHANDU BARNE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has assessed the current status of passenger safety, punctuality and cleanliness and if so, the details thereof;**
- (b) the steps taken/being taken by the Government during the last three years to modernise stations, introduce digital ticketing and improve passenger amenities, State/UT-wise;**
- (c) whether plans exist to expand connectivity to remote, hilly and border regions to promote regional development and if so, the details thereof;**
- (d) the measures implemented/being implemented to reduce freight delays and promote cost-effective transport for farmers and small businesses;**
- (e) the funds allocated for new projects to Maharashtra and Madhya Pradesh including Balaghat Lok Sabha Constituency during the last three years and the current year in Mumbai suburban network, Project-wise; and**
- (f) whether a long-term roadmap exists for sustainable operations including 100 per cent electrification and carbon footprint reduction and if so, the details thereof?**

ANSWER

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

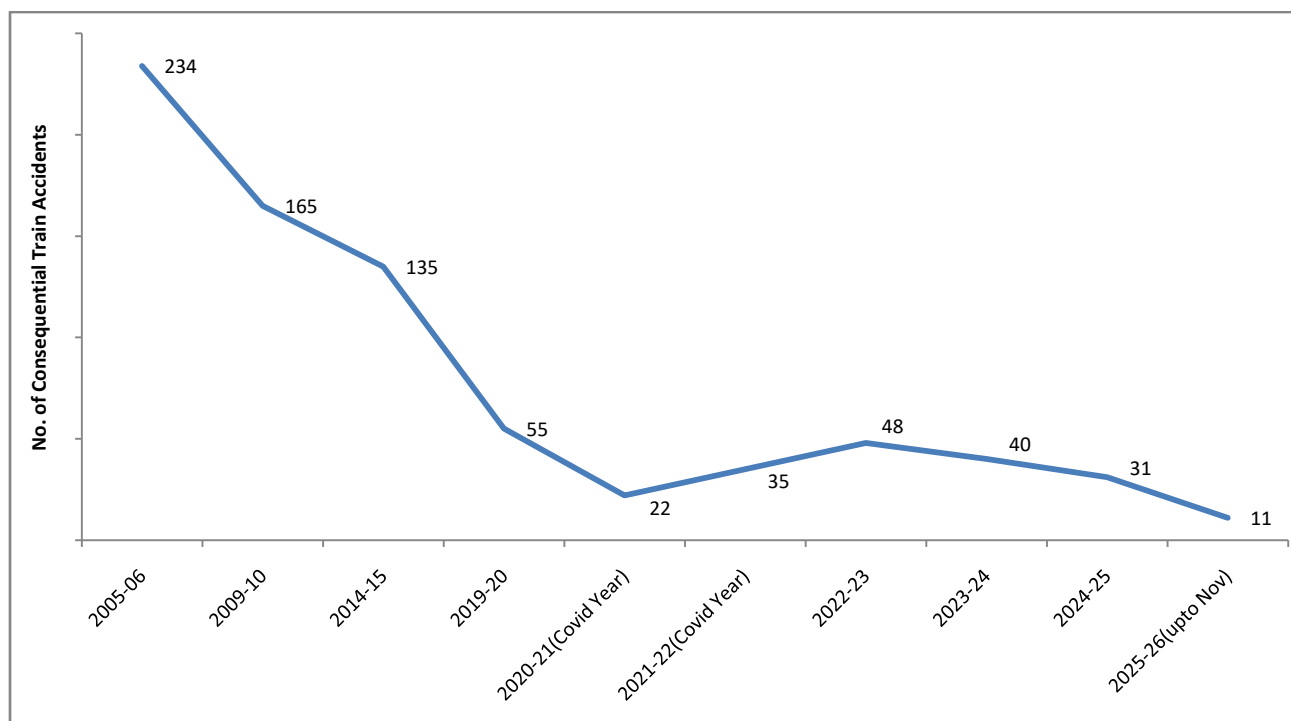
(SHRI ASHWINI VAISHNAW)

(a) to (f): Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a

steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 11 in 2025-26 (upto November, 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.



Safety Measures:-

The various safety measures taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
39,463	87,327	1,01,651	1,14,022	1,16,470

- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,656 stations up to 31.10.2025 to reduce accident due to human failure.**
- 3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 for enhancing safety at LC Gates.**
- 4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,661 stations up to 31.10.2025.**
- 5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 RKm of South Central Railway and 80 RKm of North Central Railway. Kavach specification Version 4.0 was approved by RDSO on 16.07.2024. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on Palwal-Mathura-Kota-Nagda section (633Rkm) on Delhi-Mumbai route and on Howrah-Bardhaman section (105RKm) on Delhi-Howrah route. Kavach implementation has been taken up in balance sections of Delhi-Mumbai and Delhi-Howrah route. Further, Kavach implementation has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.**
- 6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.**
- 7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- 8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**
- 9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.**

- 10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.**
- 11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**
- 12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.**
- 13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
- 14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
- 15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.**
- 16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- 17. Patrolling of railway tracks to look out for weld/rail fractures.**
- 18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
- 19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.**
- 21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.**
- 22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**

- 23. Replacement of conventional ICF design coaches with LHB design coaches is being done.**
- 24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- 25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.**
- 26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.**
- 27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.**
- 28. Regular counselling and training of staff is undertaken.**
- 29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.**

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times

3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Cr.	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
Better Infrastructure and Rolling Stock				
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Punctuality:-

Indian Railways makes all possible efforts to run trains on time. Several factors affect punctual running of trains which include foggy weather, path constraints, asset maintenance, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

Based on assessments of factors affecting the punctual running of trains, remedial measures, both short term and long term, are taken which include capacity augmentation of rail network, upgradation of track and signaling system, removing operational bottlenecks, yard remodeling etc. Due to the above measures, the overall punctuality of trains during 2025-26 (upto October, 2025) has been about 80%.

Cleanliness:-

- I. Cleanliness and housekeeping of trains & stations is a continuous process and Indian Railways make every endeavor to keep trains & stations in properly maintained and clean condition.**
- II. To ensure cleanliness, regular checks/surprise checks/surprise checks are conducted by supervisors/senior officials at Divisional, Zonal & Headquarter level with special focus on general class.**
- III. Special Cleanliness Campaigns under Swatch Bharat Abhiyan and cleanliness drives/campaigns are organized regularly over Indian Railways with the objective to achieve significant and sustainable improvements in cleanliness standards.**
- IV. Regular monitoring is also ensured through Rail Madad portal which has been developed to enable passengers to highlight their needs and seek assistance on passenger amenities, cleanliness, etc.**

Station Modernisation and Passenger Amenities:-

Modernization/upgradation of Railway Stations is undertaken under various modernization schemes. At present, stations are developed under 'Amrit Bharat Station Scheme' which envisages development of stations on a continuous basis with a long term approach. Ministry of Railways has launched 'Amrit Bharat Station Scheme' for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:-

- Improvement of access to station and circulating areas**
- Integration of station with both sides of city**
- Improvement of station building**
- Improvement of waiting halls, toilets, sitting arrangement, water booths**
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- Provision of lift/escalators/ramp**

- **Improvement/Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like ‘One Station One Product’**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.**

The scheme also envisages 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, 1,337 stations have been identified for development under ‘Amrit Bharat Station Scheme’, out of which 132 stations are located in the State of Maharashtra and 80 stations are located in the State of Madhya Pradesh. The names of stations identified for development under ‘Amrit Bharat Station Scheme’ in the State of Maharashtra and Madhya Pradesh 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, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhaji Nagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad , Dhule, Diva,

State	No. of Amrit Stations	Names of Amrit Stations
		Dudhani, Gangakher, Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Jn, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Jn, Kurla Jn, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road , Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, Mumbai Central, Mumbra, Murtizapur Jn, Nagarsol, Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar, Pandharpur, Panvel Jn, Parbhani Jn, Parel, Parli Vaijnath, Partur , Phaltan, Prabhadevi, Pulgaon Jn, Pune Jn, Purna Jn, Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, BiyavraRajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas,

State	No. of Amrit Stations	Names of Amrit Stations
		Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, KatniMurwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram (Hoshangabad), Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot

Development works at railway stations under Amrit Bharat Station Scheme in the state of Maharashtra and Madhya Pradesh have been taken up at a good pace. Details of works completed in the states are as under:-

State	No. of Stations completed	Name of Stations
Maharashtra	15	Amgaon, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road
Madhya Pradesh	06	Katni South, Narmadapuram (Hoshangabad), Orchha, Seoni, Shajapur, Shridham

The works at other stations have also been taken up at good pace and progress of some of the above stations is as given below:-

Maharashtra:-

- **Wathar Station:** The works of new portico, improvement of station building, water booth, new main entry gate, parking area, circulating area, improvement of entrance lobby, compound wall of parking area, platform shelter at platform no. 1, platform surfacing, improvement of waiting room, signages and station illumination have been completed. The finishing works have been taken up.
- **Nandgaon Station:** The works of entrance and exit gate, platform surfacing, platform shelter, improvement of station building, booking office, Foot Over Bridge, boundary wall, circulating area, parking area, signage and lighting have been completed. The finishing works have been taken up.
- **Nandura Station:** The works of platform surfacing, platform shelter, booking office, entrance gate, improvement of waiting hall, toilet, station building, circulating area, parking area, signages, coach indication board, station illumination and boundary wall have been completed. The finishing works have been taken up.
- **Hadapsar Station:** The works of new station building, waiting hall, 12 m Foot Over Bridge, underground tank, platform shelter, improvement of platform surfacing, circulating area, station illumination, signages, lifts, escalators and landscaping have been completed. The finishing works have been taken up.
- **Baramati Station:** The works of platform shelter, septic tank, toilet, compound wall, water booth, improvement of booking office, platform surfacing, waiting room, portico, circulating area, signages and station illumination have been completed. The finishing works have been taken up.

Madhya Pradesh:-

- **Nainpur Station:** The works of improvement of station building, waiting hall, circulating area, toilet, platform shelters, platform surfacing, coach indication board, train indication board and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **Umaria Station:** The works of improvement of station building, waiting hall, Passenger Reservation System (PRS), parking area, approach roads, toilet, signages, coach indication board, train indication board and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **MCS Chhatarpur Station:** The works of improvement of station building, waiting hall, platform shelter, platform surfacing, toilet, circulating area, parking area and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **Mandla Fort Station:** The works of improvement of station building, waiting hall, parking area, platform shelters, platform surfacing, signages, Passenger Announcement System, lifts and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **Junnor Deo Station:** The works of booking office, waiting hall, porch, platform shelter, improvement of station building, circulating area, parking area, lifts, signages and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.

Further, development/redevelopment/upgradation/modernization 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. The priority for development/redevelopment/upgradation/modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development/upgradation/modernisation 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 the jurisdiction of four railway zones, namely, Central Railway, South Central Railway, South East Central Railway and Western Railway. For the last three years and the current year, ₹ 11,190 Cr. has been allocated while an expenditure of ₹ 9,198 Cr. has been incurred during the last three years and current year (up to October, 2025).

The state of Madhya Pradesh is covered under the jurisdiction of seven railway zones, namely, Central Railway, East Central Railway, North Central Railway, South Central Railway, South East Central, Western Railway and West Central Railway. For the last three years and the current year, ₹ 17,294 Cr. has been allocated while an expenditure of ₹ 14,008 Cr. has been incurred during the last three years and current year (up to October, 2025).

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, air-port clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fiber 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.

Improvement in passenger amenities at Railway Station is a continuous and ongoing process and works in this regard are undertaken as per requirement feasibility, inter-se priority and availability of funds.

Digital Ticketing:-

Indian Railways has launched RailOne App on 01.07.2025, which combines all the public facing services of Indian Railways eliminating the need of downloading multiple apps of Indian Railways for different purposes. The app

provides single sign-on facility meaning that user need not remember multiple login credentials for availing different services of Indian Railways. The app has its own e-wallet (R-wallet) which can be used for purchase of reserved, unreserved and platform tickets. Special security measures have been built to safeguard the app against vulnerabilities and potential attacks. RailOne App provides a smooth payment facility at par with the leading travel apps.

Expansion of Rail Connectivity:-

Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/Area wise/Parliamentary 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 including hilly and border regions, 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 throwforward of ongoing projects and overall availability of funds.

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY 2025-26, 284 New Line surveys of a total length of 27,492 km have been sanctioned throughout the country including hilly and border regions.

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 including hilly and border regions, 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

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

The details of commissioning/laying of new track across Indian Railways are 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)

In 2024-25, 3248 km sections have been commissioned across Indian Railways and in current FY 2025-26, 895 km sections have been commissioned.

Madhya Pradesh

Jabalpur-Gondia Gauge Conversion Project (300 km), passing through Balaghat parliamentary constituency has been recently commissioned. To further improve connectivity in Balaghat Lok Sabha constituency, survey for doubling of Jabalpur-Gondia line (231 km) has been completed. Detailed project report has been prepared with the project having an estimated cost of Rs. 4,671 crore.

Budget allocation in the recent years has increased significantly. Budget allocation for Infrastructure projects and safety works, falling fully/partly in the State of Madhya Pradesh is as under:-

Period	Outlay
2009-14	₹632 crore/year
2025-26	₹14,745 crore (More than 23 times)

The details of commissioning/laying of new track falling fully/partly in the State of Madhya Pradesh during 2009-14 and 2014-25 is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-25	2651 Km	241 Km/year (More than 8 times)

As on 01.04.2025, 24 Railway projects (08 New Lines, 02 Gauge Conversion and 14 Doubling), of total length of 4,740 Km costing ₹89,543 crore falling fully/partly in the State of Madhya Pradesh, are sanctioned, out of which 2,092 Km length has been commissioned and an expenditure of ₹41,401 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 Cr.)
New Lines	8	1914	544	15,069
Gauge Conversion	2	809	430	6,766
Doubling/Multitracking	14	2017	1118	19,566
Total	24	4,740	2,092	41,401

Details of some of the recently completed projects falling fully/partly in the State of Madhya Pradesh are as under:-

S.No.	Name of Project	Latest Cost (₹in Crores)
1.	Guna- Etawah New Line (348 Km)	683
2.	Jabalpur-Gondia Gauge Conversion (300 Km)	2005
3.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1512
4.	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1268

S.No.	Name of Project	Latest Cost (₹in Crores)
5.	Ghat Pindari-Balkheda Doubling (6 Km)	29
6.	Guna-Ruthiyai Doubling (20 Km)	175
7.	Khodri – Anuppur Doubling (62 Km)	489
8.	Jukhei Chord line, Bye Passing the Katni Yard (2 Km)	12
9.	Sontalai-Bagratawa Doubling (7 Km)	110
10.	Itarsi-Budhni 3rd line (25 Km)	286
11.	Teegaon-Chichonda Ghat Section 3rd line (17 Km)	176
12.	Bhopal-Bina 3rd line (145 km)	1075
13.	Barkhera-Bhopal 3rd line (41 km)	473
14.	Nagda-Ujjain Doubling of Gambhir Bridge (2 Km)	28
15.	Pendra Road-Anuppur 3rd line (50 Km)	394
16.	Bina-Kota Doubling (283 km)	2477
17.	Nimach-Chittaurgarh Doubling (56 Km)	560
18.	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
19.	Budhni-Barkhera 3rd line (27 Km)	1703
20.	Indore-Dewas-Ujjain Doubling (79 Km)	757
21.	Powerkheda-JujharpurRail flyover (16 Km)	443
22.	Anuppur-Katni 3rd line (165 Km)	2311
23.	Ramna-Singrauli doubling (160 Km)	2436
24.	Karaila Road- Shaktinagar Doubling(32 Km)	763
25.	Malkhedi-Mahadeokhedi Doubling (12 Km)	59

Some of major projects falling fully/partly in the State of Madhya Pradesh which have been taken up are as under:-

S. No	Project	Cost (₹in Crores)
1.	Manmad - Indore New Line (360 Km)	18529
2.	Ramganjmandi-Bhopal New Line (277 Km)	5073
3.	Indore-Budni New Line (198 Km)	7474
4.	Lalitpur-Satna, Rewa-Singrauli&Mahoba-Khajuraho New Line (541 Km)	8914
5.	Nimach-Badi Sadri New Line (48 Km)	495
6.	Gwalior-Sheopurkalan Gauge Conversion with extension to Kota (284 Km)	2913
7.	Itarsi- Nagpur 3rd line (280 Km)	2450
8.	Jhansi-Bina 3rd line (153 Km)	2002
9.	Mathura-Gwalior-Jhansi 3rd line (274 Km)	5924
10.	Katni - Bina 3rd line (260 Km)	3138
11.	Katni- Grade separator / Bypass (35 Km)	2300
12.	Katni- Singrauli Doubling (257 Km)	4377
13.	Satna-Rewa Doubling (50 Km)	590
14.	Shahdol-Singhpur4th Line (6 Km)	54
15.	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3285

In last three years, 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 61 surveys (18 New Line & 43 Doubling) covering a total length of 5,901 Km has been sanctioned falling fully/partly in the State of Madhya Pradesh.

Maharashtra:-

Budget allocation in the recent years has increased significantly. 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)

Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Maharashtra during 2009-14 and 2014-2025 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/year (more than 3 times)

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversion and 25 Doubling), of a total length of 5,098 km, costing ₹ 89,780 crore, falling fully/partly in Maharashtra, are sanctioned, out of which 2,360 km length has been commissioned and an expenditure of ₹39,407 crore has been incurred upto March' 2025. The summary is as under:-

Category	No. of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr.)
New Lines	11	1,355	234	10,504
Gauge Conversion	02	609	334	4,286
Doubling / Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

Details of some of the recently completed projects falling fully/partly in Maharashtra are as under:-

S.No.	Project	Cost (₹ in crore)
1.	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
2.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1512
3.	Panvel-Pen Doubling (35 Km)	263
4.	Panvel-Roha Doubling (75 Km)	31
5.	Pen-Roha Doubling (40 Km)	330
6.	Udhna-Jalgaon Doubling (307 Km)	2,448
7.	Mudkhed-Parbhani Doubling (81 Km)	673
8.	Bhusawal – Jalgaon 3rd Line (24 Km)	325
9.	Jalgaon-Bhusawal 4th line (24 Km)	261
10.	Daund-Gulbarga Doubling (225 Km)	3,182
11.	Pune-Miraj-Londa Doubling (466 Km)	6,463
12.	Manmad- Jalgaon 3rd line (160 Km)	1,677

Some of the main projects falling fully/partly in the Maharashtra which have been taken up are as under:-

S.No.	Name of the project	Cost (₹ in crore)
1.	Ahalyanagar-Beed-Parle Vaijnath New Line (261 Km.)	4,957
2.	Baramati-Lonand New Line (64 Km.)	1,844
3.	Wardha-Nanded New Line (284 Km.)	3,445
4.	Manmad-Indore New Line (360 Km.)	18,529
5.	Wadsa-Gadchiroli New Line (52 Km)	1,886
6.	Jalna -Jalgaon New Line (174 Km.)	5,804
7.	Daund-Manmad Doubling (236 Km.)	30,376
8.	Kalyan-Kasara - 3rd line (68 Km.)	1,433

S.No.	Name of the project	Cost (₹ in crore)
9.	Wardha -Nagpur 3rd line (76 Km.)	698
10.	Wardha-Ballarshah 3rd line (132 Km.)	1,385
11.	Itarsi- Nagpur 3rd line (280 Km.)	2,450
12.	Rajnandgaon-Nagpur 3rd line (228 Km.)	3,545
13.	Wardha-Nagpur 4th line (79 Km.)	1,137
14.	Jalgaon-Manmad 4th Line (160 Km)	2,574

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 98 Surveys (29 New Line , 2 Gauge Conversion and 67 Doubling) of total length 8603 Km falling fully/ partly in the State of Maharashtra, have been sanctioned.

To improve the connectivity in Mumbai suburban area and to meet the future demands of passengers, 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. These projects include following works in Mumbai Suburban Area:-

S. No.	Name of project	Cost (₹ in crore)
1.	6th Line Mumbai Central-Borivali (30 km)	919
2.	Extension of Harbour Line Goregaon-Borivali (7 km)	826
3.	Virar-Dahanu Road 3rd & 4th Line (64 km)	3,587
4.	5th & 6th Line CSTM-Kurla (17.5 km)	891
5.	Panvel-Karjat Suburban Corridor (29.6 km)	2,782
6.	Airoli-Kalwa (elevated) Suburban Corridor link (3.3 km)	476
7.	5th & 6th line Borivali-Virar (26 km)	2,184
8.	4th line between Kalyan-Asangaon (32 km)	1,759
9.	3rd & 4th line between Kalyan-Badlapur (14.05 km)	1,510
10.	Kalyan Yard-Segregation of Main Line & Suburban	866

11.	Vasai bye pass line (Double line) between Naigaon and Juchandra (5.73 Km)	176
12.	Trespass Control Measures such as FOBs etc. (34	551

To enhance sub-urban rail capacity, a total of 238 rakes of 12 car have also been sanctioned under MUDP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

Measures to reduce Freight Delays:-

In order to ensure smoother and quicker transit of freight trains and faster turnaround times, Indian Railways have taken measures to increase network capacity including infrastructure projects such as Eastern Dedicated Freight Corridor (EDFC) and Western Dedicated Freight Corridor (WDFC) to create dedicated freight path to give exclusive access to freight trains.

Further, the capacity enhancement works and rolling stock programs are planned and being executed, which upon completion, will reduce transit time of freight trains and lead to better speed. The details are as under:-

- a. Doubling/Multi-Tracking on critical sections and high-density network.**
- b. Provision of Rail flyover and Bypass lines at junction stations.**
- c. Induction of higher horsepower locomotives.**
- d. Induction of higher capacity and high speed wagons.**
- e. Improvement to terminals and their connectivity to trunk routes.**

Cost Effective Transport:-

The following measures have been taken to promote cost effective transport:-

- I. Joint Parcel Product-Rapid Cargo Service (JPP-RCS) Scheme:- This scheme offer tailor-made logistics to meet specific needs of the customer and provide door-to-door parcel services. Under the scheme, provision has been made for online booking of parcel space in these services through**

Aggregators (in addition to India Post) on 'Virtual Aggregation Platform (VAP)'.

- II. Short term leasing of leased SLR and lease VPs has been permitted through e-auction.**
- III. Utilization of BCN/BCNA stock lying idle as deemed VPU (where parcel vans are not available) for carriage of parcel traffic has been permitted.**

Power has been delegated to Zonal Railways to reduce the composition of Parcel Rakes for transportation of mixed perishables goods traffic including fruits and vegetables upto 15 Parcel vans plus 1 SLRs instead of standard composition of 20 Parcel vans plus 1 SLRs. Orange, Mango and Banana traffic when moved in BCN/BCNA/BCX/BCXN Rakes are charged at scale-P minus 50%.

Electrification and Carbon Footprint Reduction:-

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.1% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:-

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-25	46,900

In Maharashtra and Madhya Pradesh, entire existing BG network has been electrified. Further, all new line/multitracking projects are being sanctioned and constructed with electrification.

Indian Railways is committed to sustainable operation through near total Railway Electrification combined with use of renewable energy sources, a combination of solar, wind and other renewable sources based on strategic power procurement planning, thus contributing to carbon footprint reduction.
