

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2998
TO BE ANSWERED ON 11.03.2026**

RAIL CONNECTIVITY TO TRIBAL/REMOTE DISTRICT OF MAHARASHTRA

2998. SMT. SUPRIYA SULE:

SHRI BHASKAR MURLIDHAR BHAGARE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that several tribal and remote districts of Maharashtra continue to suffer from inadequate railway connectivity;**
- (b) if so, the names of such unserved and underserved tribal districts;**
- (c) whether any time-bound action plan has been formulated to improve rail connectivity in these districts through new lines, doubling, electrification or gauge conversion and if so, the details thereof;**
- (d) whether proposals for railway expansion or upgradation in tribal and backward regions have been received from the Government of Maharashtra and if so, the details including the present status of approval and execution of such proposals;**
- (e) the district-wise status of ongoing railway projects in tribal areas of Maharashtra including physical/financial progress and reasons for delays;**
- (f) whether specific completion deadlines have been fixed for projects in tribal districts and if so, the details thereof; and**

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(g) the details of the steps taken to address persistent land acquisition delays, funding constraints and cost overruns?

ANSWER

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

(a) to (g): Budget allocation during the last five 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)

Track Construction:

The details of constructing 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	208.4 Km/year (More than 3 times)

Projects sanctioned:

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, including remote and tribal areas, are sanctioned. The summary is as under:-

Category	No. of sanctioned Projects	Total Length (in Km)	Length Commissioned Upto Mar'25 (Km)	Exp. upto Mar'25 (₹ in Cr.)
New Line	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

Recently completed projects:

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

S.No.	Project	Cost (₹ in crore)
1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
3	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
4	Panvel-Pen Doubling (35 Km)	263
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

Ongoing Projects:

To further improve the Railway Infrastructure in the state of Maharashtra, following works have been taken up:-

S.No.	Name of the project	Cost (₹ In crore)
1	Ahilyanagar (Ahmednagar)-Beed-Parli 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	Indore-Manmad 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)	3,037
8	Kalyan-Kasara 3rd Line (68 Km)	1,433
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
15	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
16	Solapur-Tuljapur-Osmanabad New Line (95 Km)	2,933
17	Panvel-Chowk Double Line (17 Km)	491
18	Wardha-Balharshah 4th Line (135 Km)	2,226
19	Itarsi-Nagpur 4th Line (297 Km)	5,010
20	Wardha-Bhusawal 3rd & 4th Line (314 Km)	9,197
21	Asangaon-Kasara 4th Line (35 Km)	794

S.No.	Name of the project	Cost (₹ In crore)
22	Badlapur-Karjat 3rd & 4th Line (32 Km)	1,324
23	Gondia-Dongargarh 4th Line (84 Km)	2,223
24	Gondia-Balharshah Doubling (240 Km)	4,819

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.

Bullet Train project:

The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is the only HSR Project under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Gujarat (352 KM):

Item	Progress
Foundation	352 kms.
Piers	352 kms.
Girder Casting	342 kms.

Girder Launching	331 kms.
Track Bed Construction	152 kms.
OHE Masts Erection	121 kms.

Maharashtra (156 KM):

Item	Progress
Foundation	77 kms.
Piers	67 kms.
Girder Casting	9 kms.
Girder Launching	3 kms.

Out of total 12 stations, foundation works has been completed at 8 stations (Vapi, Bilimora, Surat, Bharuch, Anand, Vadodara, Ahmedabad, and Sabarmati). In Maharashtra section, foundation work is in progress at 3 stations (Thane, Virar, Boisar) and excavation work at BKC station is near completion and Casting of base slab started.

17 river bridges have been completed. Work is in advance stage for 4 major river bridges (Narmada, Mahi, Tapti and Sabarmati) in Gujarat & in progress in 4 river bridges in Maharashtra. Work on Depots (Thane, Surat and Sabarmati) is in full swing.

Civil works at Bandra Kurla Complex (BKC) are progressing satisfactorily. Excavation works have achieved about 91% progress, and concreting works are at various stages, with 100% completion of the basement slab at Level-4. The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

To ensure seamless passenger connectivity, the Government has planned multi-modal integration of Bullet Train stations with the existing Mumbai suburban railway network and upcoming metro lines. The integration includes passenger connectivity with Metro Line-2B and Metro Line-3 through convenient pedestrian access at BKC station.

Bullet train project is a very complex and technology intensive Project. Exact timelines for the completion of the project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling& Telecommunication and supply of Trainsets.

Dedicated freight corridor:

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.

Increasing train handling capacity in Mumbai area:

Presently, about 120 originating Mail/Express trains and about 3200 sub urban trains are handled daily in Mumbai area. To increase train handling capacity at various stations in Mumbai area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Bandra Terminus	3 Pit Lines have been completed
2	Mumbai Central	Platform extension for 24 LHB coaches
3	Jogeshwari	2 additional platforms

SN	Location	Details
4	Dadar	1 additional platform
5	Vasai road	6 platforms, 3 pit lines and 5 stabling lines
6	Panvel-Kalamboli	5 platforms , 4 pit lines and 2 sick lines
7	Kalyan	6 platforms and 4 pit lines
8	LTT	4 platforms and 2 pit lines
9	Parel	6 platforms, 5 pit lines, 6 stabling lines
10	Virar	25 stabling lines
11	Dahanu road	11 stabling lines
12	Mira road	25 stabling lines

In addition to above, Platform extension work at 34 stations to accommodate 15 car EMUs have been taken up.

Capacity Augmentation works for Pune Area:

Presently, about 33 originating Mail/Express trains are handled daily in Pune area.

To increase train handling capacity at various stations in Pune area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Pune Junction	6 additional Platforms and Extension of 5 Platforms.
2	Hadapsar	Extension of 3 Platforms to handle full length trains.
3	Khadki	Raising and Extension of PF-3/4 and extension of running lines completed in July'2025.
4	Alandi	New Coaching Terminal with 9 additional Platforms, 8 pit lines and 8 stabling lines
5	Phursungi	5 Stabling Lines at Phursungi

In addition to above, following capacity additional works have been undertaken in Pune Area to increase the train handling capacity:

SN	Name of Project
1	3rd Line between Hadapsar and Ghorpuri Yard
2	New Block station at Manjari Bhadrukin Pune-Daund Section and Ramtekdi in Pune-Sasvad section
3	Bidirectional Signalling in Pune Sasvad Road Section

Further, during the last three years i.e. 2022-23, 2023-24, 2024-25 and the current financial year 2025-26, 98 surveys (29 New Line, 2 Gauge Conversion and 67 Doubling) of total length 8,615 Km falling fully/ partly in the State of Maharashtra, have been sanctioned.

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition**
- Forest clearance**
- Shifting of infringing utilities**
- Statutory clearances from various authorities**
- Geological and topographical conditions of area**
- Law and order situation in the area of project site**
- Number of working months in a year for particular project site etc.**

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and Remunerativeness of the proposed route**

- **First and last mile connectivity provided by the project**
- **Connection of missing links and providing additional route**
- **Augmentation of congested/saturated lines**
- **Demands raised by State Governments/Central Ministries/Public representatives,**
- **Railway's own operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- **Substantial increase in allocation of funds.**
- **Delegation of powers at field level.**
- **Close monitoring of progress of project at various levels.**
- **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.**

AMRIT BHARAT STATIONS IN MAHARASHTRA:-

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, 1337 stations have been identified for development under this scheme, out of which 132 stations are located in Maharashtra. The names of stations identified for development under Amrit Bharat Station Scheme in Maharashtra are as following:

State	No. of Stations	Name of 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 Sambhajinagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad , Dhule, Diva, 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, Nagasarol, Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar, Pandharpur, Panvel Jn, ParbhaniJn, 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

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in Maharashtra have been taken up at a good pace. Till now, works of 17 stations (Amgaon, Baramati, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Nandura, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road) in Maharashtra have been completed under this scheme.

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Diva station: The works of improvement of station building, circulating area and parking on East side, new entry gate, platform raising and flooring of platform no. 5/6 and 7/8, platform shelter at platform no. 7/8, new toilet block, sewage treatment plant on West side, improvement of Foot Over Bridge at Kalyan end and Mumbai end and new staircase for Foot Over Bridge have been completed. The works of new 6 m Foot Over Bridge have been taken up.**
- **Mumbra station: The works for improvement of platform surface, seating arrangement, new toilet block, improvement of booking office, circulating area, sewage treatment plant and flooring of Foot Over Bridge have been completed. The work of escalator has been taken up.**
- **Titwala station: The works for station building, entrance gate, platform surfacing, improvement of ticket booking office, toilet block, sewage treatment plant and improvement of two wheeler parking and approach road on East and West side have been completed. The work of new 6 m Foot Over Bridge have been taken up.**

- **Vikhroli station:** The works for improvement of station building on West side, platform surfacing, platform shelter, new toilet block at Mumbai end, improvement of toilet block at Kalyan end and Foot Over Bridge have been completed. The works of new booking office, circulating area on East and West side and parking of East side have been taken up.
- **Igatpuri station:** The structural work new station building, improvement of existing station building, entrance gate, booking office, toilet block, platform surfacing, platform shelter over stairs of Foot Over Bridge and escalator, circulating area shelter and sewage treatment plant have been completed. The finishing work of new station building has been taken up.

Further, development / redevelopment / upgradation / modernisation 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 / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

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.

Development / Upgradation / Modernization of stations including 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. Maharashtra is covered under the jurisdiction of four railway zones, namely, Central Railway, South Central Railway, South East Central Railway and Western Railway. For these zones, an allocation of ₹ 3,834 crore has been made for the financial year 2025-26, out of which an expenditure (up to January, 2026) of ₹ 3,461 crore has been incurred so far.
