

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 4366  
TO BE ANSWERED ON 18.03.2026**

**MALEGAON/SATANA/SAKRI/CHINCHPADA RAILWAY LINE**

**4366. ADV GOWAAL KAGADA PADAVI:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the present status of the proposed Malegaon-Satana-Sakri-Chinchpada railway line and whether the project remains sanctioned, under survey or pending reconsideration and if so, the details thereof;**
- (b) the details of the reasons for delay or stagnation including land acquisition challenges, financial constraints, environmental clearances or changes in traffic projections;**
- (c) the details of the revised cost estimates, if any, and budgetary provisions made during the last three years;**
- (d) the details of the steps taken by the Government to review and revive long-pending railway projects in country to prevent cost escalation and public inconvenience particularly in Maharashtra; and**
- (e) the details of the proposed timelines for decision-making, resumption of work and completion of such projects once bottlenecks are resolved?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (e): Chinchpada is an existing station on Surat – Jalgaon section and Malegaon is a proposed station on ongoing Indore – Manmad Railway line project. The Indore – Manmad new line project envisages rail connectivity between Malegaon and Chinchpada via Nardana. The Indore – Nardana – Dhule – Manmad New Line Project has been sanctioned at an estimated cost of ₹18,529 crore. The project has been taken up in two phases:-**

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**1. Dhule – Nardana Section: Status of this section is as under:-**

<b>S.No.</b>	<b>Activities</b>	<b>Remarks</b>
<b>1.</b>	<b>Land Acquisition</b>	<b>i. The project has been declared as a Special Railway Project. ii. Competent Authority for land Acquisition (CALA) has been nominated. iii. A total of 219 Ha. land is acquired out of 295 Ha. iv. Work for land acquisition in the balance section has been taken up.</b>
<b>2.</b>	<b>Major Bridge</b>	<b>18 out of 21 Major Bridges has been completed. Work taken up in the balance section.</b>
<b>3.</b>	<b>Road under Bridge (RUB)</b>	<b>27 out of 46 RUBs has been completed and work taken up in the balance section.</b>

**2. Indore – Nardana and Dhule – Nardana Section:- An outlay of ₹268 crore has been provided for the year 2025-26. The project has been declared as a Special Railway Project. Competent Authority for land Acquisition (CALA) has been nominated. A total of 325 Ha. of land is to be acquired for the project. Work has been taken up.**

**A feasibility study of Malegaon - Satana - Sakri - Chinchpada New Railway Line (148 Km) was completed. The project has low traffic projections.**

**Indian Railway**

**Projects Sanctioned:-**

**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. The summary is as under:-

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

**Track Construction:**

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

<b>Period</b>	<b>New track Commissioned</b>	<b>Average commissioning of new tracks</b>
<b>2009-14</b>	<b>7,599 Km</b>	<b>4.2 Km/day</b>
<b>2014-25</b>	<b>34,428 Km</b>	<b>8.6 Km/day (more than 2 times)</b>

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

**Maharashtra**

**Railway Budget:**

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**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:**

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>₹1,171 crore/year</b>
<b>2025-26</b>	<b>₹23,778 crore (More than 20 times)</b>

**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:**

<b>Period</b>	<b>New track Commissioned</b>	<b>Average commissioning of new tracks</b>
<b>2009-14</b>	<b>292 Km</b>	<b>58.4 Km/year</b>
<b>2014-25</b>	<b>2,292 Km</b>	<b>208.4 Km/year (More than 3 times)</b>

**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:-**

<b>Category</b>	<b>No. of sanctioned Projects</b>	<b>Total Length (in Km)</b>	<b>Length Commissioned Upto Mar'25 (Km)</b>	<b>Exp. upto Mar'25 (₹ in Cr.)</b>
<b>New Line</b>	<b>11</b>	<b>1,355</b>	<b>234</b>	<b>10,504</b>

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<b>Gauge Conversion</b>	<b>02</b>	<b>609</b>	<b>334</b>	<b>4,286</b>
<b>Doubling/ Multitracking</b>	<b>25</b>	<b>3,134</b>	<b>1,792</b>	<b>24,617</b>
<b>Total</b>	<b>38</b>	<b>5,098</b>	<b>2,360</b>	<b>39,407</b>

**Recently completed projects:**

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

<b>S.No.</b>	<b>Project</b>	<b>Cost (₹ in crore)</b>
<b>1</b>	<b>Pune-Miraj-Londa Doubling (467 Km)</b>	<b>4,670</b>
<b>2</b>	<b>Jabalpur-Gondia Gauge Conversion (300 Km)</b>	<b>2,005</b>
<b>3</b>	<b>Chhindwara-Nagpur Gauge Conversion (150 Km)</b>	<b>1,512</b>
<b>4</b>	<b>Panvel-Pen Doubling (35 Km)</b>	<b>263</b>
<b>5</b>	<b>Pen-Roha Doubling (40 Km)</b>	<b>330</b>
<b>6</b>	<b>Udhna-Jalgaon Doubling (307 Km)</b>	<b>2,448</b>
<b>7</b>	<b>Mudkhed-Parbhani Doubling (81 Km)</b>	<b>673</b>
<b>8</b>	<b>Bhusawal-Jalgaon 3rd Line (24 Km)</b>	<b>325</b>
<b>9</b>	<b>Jalgaon-Bhusawal 4th Line (24 Km)</b>	<b>261</b>
<b>10</b>	<b>Daund-Gulbarga Doubling (225 Km)</b>	<b>3,182</b>

**Ongoing Projects:**

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

<b>S.No.</b>	<b>Name of the project</b>	<b>Cost (₹ In crore)</b>
<b>1</b>	<b>Ahilyanagar (Ahmednagar)-Beed-Parli Vaijnath New Line (261 Km)</b>	<b>4,957</b>
<b>2</b>	<b>Baramati-Lonand New Line (64 Km)</b>	<b>1,844</b>
<b>3</b>	<b>Wardha-Nanded New Line (284 Km)</b>	<b>3,445</b>
<b>4</b>	<b>Indore-Manmad New Line (360 Km)</b>	<b>18,529</b>
<b>5</b>	<b>Wadsa-Gadchiroli New Line (52 Km)</b>	<b>1,886</b>
<b>6</b>	<b>Jalna-Jalgaon New Line (174 Km)</b>	<b>5,804</b>
<b>7</b>	<b>Daund-Manmad Doubling (236 Km)</b>	<b>3,037</b>
<b>8</b>	<b>Kalyan-Kasara 3rd Line (68 Km)</b>	<b>1,433</b>
<b>9</b>	<b>Wardha-Nagpur 3rd Line (76 Km)</b>	<b>698</b>
<b>10</b>	<b>Wardha-Ballarshah 3rd Line (132 Km)</b>	<b>1,385</b>
<b>11</b>	<b>Itarsi-Nagpur 3rd Line (280 Km)</b>	<b>2,450</b>
<b>12</b>	<b>Rajnandgaon-Nagpur 3rd Line (228 Km)</b>	<b>3,545</b>
<b>13</b>	<b>Wardha-Nagpur 4th Line (79 Km)</b>	<b>1,137</b>
<b>14</b>	<b>Jalgaon-Manmad 4th Line (160 Km)</b>	<b>2,574</b>
<b>15</b>	<b>Bhusawal-Khandwa 3rd &amp; 4th Line (131 Km)</b>	<b>3,285</b>
<b>16</b>	<b>Solapur-Tuljapur-Osmanabad New Line (95 Km)</b>	<b>2,933</b>
<b>17</b>	<b>Panvel-Chowk Double Line (17 Km)</b>	<b>491</b>
<b>18</b>	<b>Wardha-Balharshah 4th Line (135 Km)</b>	<b>2,226</b>
<b>19</b>	<b>Itarsi-Nagpur 4th Line (297 Km)</b>	<b>5,010</b>
<b>20</b>	<b>Wardha-Bhusawal 3rd &amp; 4th Line (314 Km)</b>	<b>9,197</b>
<b>21</b>	<b>Asangaon-Kasara 4th Line (35 Km)</b>	<b>794</b>
<b>22</b>	<b>Badlapur-Karjat 3rd &amp; 4th Line (32 Km)</b>	<b>1,324</b>
<b>23</b>	<b>Gondia-Dongargarh 4th Line (84 Km)</b>	<b>2,223</b>
<b>24</b>	<b>Gondia-Balharshah Doubling (240 Km)</b>	<b>4,819</b>

**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:**

<b>SN</b>	<b>Location</b>	<b>Details</b>
<b>1</b>	<b>Bandra Terminus</b>	<b>3 Pit Lines have been completed</b>
<b>2</b>	<b>Mumbai Central</b>	<b>Platform extension for 24 LHB coaches</b>
<b>3</b>	<b>Jogeshwari</b>	<b>2 additional platforms</b>
<b>4</b>	<b>Dadar</b>	<b>1 additional platform</b>
<b>5</b>	<b>Vasai road</b>	<b>6 platforms, 3 pit lines and 5 stabling lines</b>
<b>6</b>	<b>Panvel-Kalamboli</b>	<b>5 platforms , 4 pit lines and 2 sick lines</b>
<b>7</b>	<b>Kalyan</b>	<b>6 platforms and 4 pit lines</b>
<b>8</b>	<b>LTT</b>	<b>4 platforms and 2 pit lines</b>
<b>9</b>	<b>Parel</b>	<b>6 platforms, 5 pit lines, 6 stabling lines</b>
<b>10</b>	<b>Virar</b>	<b>25 stabling lines</b>
<b>11</b>	<b>Dahanu road</b>	<b>11 stabling lines</b>
<b>12</b>	<b>Mira road</b>	<b>25 stabling lines</b>

**Platform length extension:**

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

**New projects for increasing capacity:**

**To improve the capacity of rail network in Mumbai suburban area, 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:**

<b>SN</b>	<b>Name of Project</b>	<b>Cost (in Cr.)</b>
<b>1</b>	<b>CSMT-Kurla 5<sup>th</sup> &amp; 6<sup>th</sup> Line (MUTP-II) (17.5 km)</b>	<b>891</b>
<b>2</b>	<b>Mumbai Central-Borivali 6<sup>th</sup> Line (MUTP-II) (30 km)</b>	<b>919</b>
<b>3</b>	<b>Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 km)</b>	<b>826</b>
<b>4</b>	<b>Borivali-Virar 5<sup>th</sup> &amp; 6<sup>th</sup> Line (MUTP-IIIA) (26 km)</b>	<b>2,184</b>
<b>5</b>	<b>Virar-Dahanu Road 3<sup>rd</sup> &amp; 4<sup>th</sup> Line (MUTP-III) (64 km)</b>	<b>3,587</b>
<b>6</b>	<b>Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 km)</b>	<b>2,782</b>
<b>7</b>	<b>Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 km)</b>	<b>476</b>
<b>8</b>	<b>Kalyan-Asangaon 4<sup>th</sup> Line (MUTP-IIIA) (32 km)</b>	<b>1,759</b>
<b>9</b>	<b>Kalyan-Badlapur 3<sup>rd</sup> &amp; 4<sup>th</sup> line (MUTP-IIIA) (14 km)</b>	<b>1,510</b>
<b>10</b>	<b>Kalyan-Kasara 3<sup>rd</sup> Line (67 km)</b>	<b>793</b>
<b>11</b>	<b>Naigaon-Juichandra double chord Line (6 km)</b>	<b>176</b>
<b>12</b>	<b>Nilaje-Kopar double chord Line (5 km)</b>	<b>338</b>
<b>13</b>	<b>Kalyan Yard remodeling work</b>	<b>866</b>

**New generation trains:**

**To enhance passenger carrying capacity, 238 rakes of 12 cars each with doors have been sanctioned under MUTP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has 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:**

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

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

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

**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.**

-:10:-

**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):**

<b>Item</b>	<b>Progress</b>
<b>Foundation</b>	<b>352 kms.</b>
<b>Piers</b>	<b>352 kms.</b>
<b>Girder Casting</b>	<b>342 kms.</b>
<b>Girder Launching</b>	<b>331 kms.</b>
<b>Track Bed Construction</b>	<b>152 kms.</b>
<b>OHE Masts Erection</b>	<b>121 kms.</b>

**Maharashtra (156 KM):**

<b>Item</b>	<b>Progress</b>
<b>Foundation</b>	<b>77 kms.</b>
<b>Piers</b>	<b>67 kms.</b>
<b>Girder Casting</b>	<b>9 kms.</b>
<b>Girder Launching</b>	<b>3 kms.</b>

**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.**

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**-:11:-**

**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**

**Contd....12/-**

**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.**

**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**

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

- **Land acquisition by State Government**
- **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.**

**All these factors affect the completion time and cost of the project/s.**

**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.**

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