

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5411
TO BE ANSWERED ON 25.03.2026**

**NANDURBAR-TALODA-AKKALKUWA-UMARPADA-DEDIYAPADA NEW
RAILWAY LINE**

5411. ADV GOWAAL KAGADA PADA VI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has examined a proposal for a new railway line connecting Nandurbar – Taloda – Akkalkuwa – Umarpada - Dediypada and linking it with the Bharuch line in Gujarat to enhance inter-state connectivity and if so, the details thereof;**
- (b) the current status of new surveys, new route feasibility and consultations with the Governments of Maharashtra and Gujarat for new projects;**
- (c) the details of the estimated cost, traffic potential and economic viability of the corridor between two States;**
- (d) the current status of the projects in terms of passenger mobility, freight transport and socio-economic development of tribal regions; and**
- (e) the proposed timeline for approval, funding and execution of the project?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Nandurbar is connected to Bharuch through existing railway network via Surat (Udhna). To connect Umarpada to Bharuch and Udhna, Kosamba-Umarpada Gauge Conversion project (70 Km) has been taken up. Project is declared as “Special Railway Project” and CALA is nominated for land acquisition. Land acquisition has been taken up.

To provide additional connectivity in the region, feasibility study for Umarpada-Akkalkuva-Nandurbar new line (96 Km) was carried out. However, the project has low traffic projections.

To further improve connectivity in the region, following additional works/surveys have been taken up:-

Name of works/surveys	Length (Km)	Status
Udhna (Surat)-Nandurbar 3rd & 4th line	156	Detailed Project Report has been prepared.
Nandurbar-Jalgaon 3rd & 4th line	148	Survey has been sanctioned.
Nimach - Dahod - Alirajpur - Nandurbar new line	380	Survey has been sanctioned.
Indore - Nardana - Manmad new line	360	The project has been declared as “Special Railway Project”. Work has been taken up.
Dahanu - Udhna - Surat - Vadodara - Anand 3rd & 4th line	311	Survey has been sanctioned.

After preparation 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 depend upon appraisals and approvals by various stakeholders.

MAHARASHTRA:

Railway Budget:

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 the State of Maharashtra, have been sanctioned. The summary is as under:-

Category	No. of projects	Total length (Km)	Length commissioned upto Mar'25 (Km)	Total Expenditure upto Mar'25 (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 the State of Maharashtra are as under:

S.No.	Name of Project	Cost (₹ in Cr.)
1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005

S.No.	Name of Project	Cost (₹ in Cr.)
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
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

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
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

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:

SN	Name of Project	Cost (₹ in Cr.)
1	CSMT-Kurla 5th & 6th Line (MUTP-II) (17.5 Km)	891
2	Mumbai Central-Borivali 6th Line (MUTP-II) (30 Km)	919

3	Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 Km)	826
4	Borivali-Virar 5th & 6th Line (MUTP-IIIA) (26 Km)	2,184
5	Virar-Dahanu Road 3rd & 4th Line (MUTP-III) (64 Km)	3,587
6	Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 Km)	2,782
7	Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 Km)	476
8	Kalyan-Asangaon 4th Line (MUTP-IIIA) (32 Km)	1,759
9	Kalyan-Badlapur 3rd & 4th line (MUTP-IIIA) (14 Km)	1,510
10	Kalyan-Kasara 3rd Line (67 Km)	793
11	Naigaon-Juichandra double chord Line (6 Km)	176
12	Nilaje-Kopar double chord Line (5 Km)	338
13	Kalyan Yard remodeling work	866

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:

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

Bullet Train project:

Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) passes 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:

Item	Progress
Piers	430 kms.
Girder	341 kms.
Track Bed	174 kms.
OHE Masts	153 kms.

The progress of stations is given below:-

S.No.	Station	Status
1	Sabarmati	Foundation works completed, Platform slab & roof structural works and finishing works are in progress
2	Ahmedabad	Structural works completed and finishing works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation work completed, structural works and finishing works have been taken up.
5	Bharuch	Structural works completed and finishing works have been taken up.
6	Surat	
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced stage. Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

S. No.	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	11 out of 12 wells completed; 5 spans launched
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 4 spans launched
9	Kim River (120m)	Bridge construction completed.

10	Tapi River (720m)	Foundation work has been taken up, 10 out of 12 wells completed
11	Mindhola River (240m)	Bridge construction completed.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Foundation works have been completed
23	Vaitarna River (2320m)	12 Pile Cap and 11 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and Design work has been taken up.

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.

Dedicated Freight Corridor:

Ministry of Railways (MoR) has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1,337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1,506 Km). The work on EDFC has been completed and commissioned. In

WDFC, 1,404 Rkm out of total 1,506 Rkm has been completed and commissioned. The balance work on WDFC from Vaitarna-JNPT section (102 Rkm) has been taken up. The Western Dedicated Freight Corridor (WDFC) consisting of 565 Km route in the State of Gujarat is already operational.

Western DFC also passes through Maharashtra. About 178 route Km of western DFC is situated in Maharashtra. 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.

GUJARAT:

Railway Budget:

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

Period	Outlay
2009-14	₹589 crore/year
2025-26	₹17,155 crore (More than 29 times)

Track Construction:

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	660 Km	132 Km/year
2014-25	2,764 Km	251 Km/yr (nearly 2 times)

Projects Sanctioned:

As on 01.04.2025, 36 Railway projects (6 New Lines, 17 Gauge Conversion and 13 Doubling), of a total length of 2,564 Km, costing ₹30,275 crore, falling fully/partly in the State of Gujarat have been sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total length (Km)	Length commissioned upto Mar'25 (Km)	Total Expenditure upto Mar'25 (Cr.)
New Lines	6	532	105	5,494
Gauge Conversion	17	1,379	718	6,213
Doubling / Multitracking	13	653	40	1,158
Total	36	2,564	863	12,865

Recently completed projects:

Details of some of the completed projects, falling fully/partly in the State of Gujarat, are as under:

S.No.	Name of Project	Cost (₹ in Cr.)
1	Mahesana-Taranga Hill Gauge Conversion (210 Km)	891
2	Himmatnagar-Khedbrahma Gauge Conversion (55 Km)	482
3	Ahmedabad-Botad Gauge Conversion (170 Km)	1,810
4	Dhasa-Jetalsar Gauge Conversion (104 Km)	1,024
5	Ahmedabad-Mahesana Gauge Conversion (69 Km)	874
6	Katosan-Chanasma Gauge Conversion (38 Km)	484
7	Kalol-Kadi-Katosan Gauge Conversion (37 Km)	347
8	Vijapur-Ambliyan Gauge Conversion (42 Km)	415
9	Dabhoi-Chandod with extension up to Kevadiya Gauge Conversion (50 Km)	1,018
10	Viramgam-Samakhiali Doubling (182 Km)	1,492
11	Palanpur-Samakhayali Doubling (247 Km)	2,538
12	Mahesana-Palanpur Doubling (65 Km)	537

S.No.	Name of Project	Cost (₹ in Cr.)
13	Surendranagar-Rajkot Doubling (116 Km)	1,425
14	Anand-Godhara Doubling (79 Km)	692
15	Vatva-Ahmedabad 3rd Line (8 Km)	61
16	Viramgram-Surendranagar Doubling (65 Km)	382
17	Udhna-Jalgaon Doubling (307 Km)	2,448

Ongoing Projects:

Details of some of the projects falling fully/partly in the State of Gujarat which have been taken up are as under:

S. No.	Project	Cost (₹ in Cr.)
1	Naliya-Jakhau Port New Line (25 Km)	410
2	Miyagam Karjan – Choranda - Malsar Gauge Conversion (37 Km)	450
3	Jambusar-Kavi Gauge Conversion (26 Km)	318
4	Kosamba-Umarpada Gauge Conversion (70 Km)	468
5	Khijadiya - Amreli Gauge Conversion (17 Km)	178
6	Barejadi - Nandej (Geratpur) - Sanand 4th Line (38 Km)	962
7	Samakhiali-Gandhidham Quadrupling (53 Km)	1,430
8	Vishvamitri-Dabhoi Doubling (33 Km)	394
9	Taranga Hill-Ambaji-Abu Road New Line (116 Km)	2,798
10	Sabarmati D Cabin-Sarkhej Doubling (21 Km)	323
11	Deshalpar – Hajipir - Luna and Vayor - Lakhpat New Line (145 Km)	2,526
12	Vadodara-Ratlam 3rd & 4th Line (259 Km)	8,387
13	Rajkot-Kanalus Doubling (111 Km)	1,081

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 operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

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.**

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