

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 5487  
TO BE ANSWERED ON 25.03.2026**

**RAILWAY CONNECTIVITY FOR HINGOLI DISTRICT**

**5487. SHRI AASHTIKAR PATIL NAGESH BAPURAO:**

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

- (a) whether the Government is aware that railway connectivity in Hingoli district of Maharashtra is limited and requires further expansion to meet the growing transportation needs of passengers, students, traders and farmers;**
- (b) whether the Government has received requests from public representatives and passengers for introduction of new train services connecting Hingoli district of Maharashtra with major cities of the country and if so, the details thereof;**
- (c) whether the Government has any proposal for introduction of new train services, extension of existing trains, or increase in frequency of trains passing through railway stations in Hingoli district to major cities such as Mumbai/Pune and if so, the details thereof;**
- (d) whether any survey has been conducted for development or modernization of railway stations and improvement of passenger amenities in the district during the last three years; and**
- (e) if so, the details of such proposals including present status/feasibility assessment/projects approved/funds allocated and the expected timeline for completion of such railway development works in Hingoli district?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (e) Hingoli Deccan is served by 38 train services providing connectivity *inter alia* to Mumbai, Pune, Amritsar, Hyderabad, Bengaluru, Jaipur. Presently, Hingoli Deccan is connected to Mumbai by the daily service of**

**12071/12072 Chhatrapati Shivaji Maharaj (T) -Hingoli Deccan Jan Shatabdi Express and to Pune by the bi-weekly service of 11405/06 Pune-Amravati Express. The list of trains serving Hingoli Deccan station is as under:**

<b>SN</b>	<b>Train No &amp; Name</b>
<b>1</b>	<b>11403 Nagpur -Kolhapur Express</b>
<b>2</b>	<b>11404 Kolhapur-Nagpur Express</b>
<b>3</b>	<b>11405 Pune-Amravati Express</b>
<b>4</b>	<b>11406 Amravati-Pune Express</b>
<b>5</b>	<b>12071 Chhatrapati Shivaji Maharaj (T) -Hingoli Deccan Express</b>
<b>6</b>	<b>12072 Hingoli Deccan-Chhatrapati Shivaji Maharaj (T) Express</b>
<b>7</b>	<b>12421 Nanded-Amritsar Express</b>
<b>8</b>	<b>12422 Amritsar-Nanded Express</b>
<b>9</b>	<b>12439 Nanded-Shri Ganganagar Express</b>
<b>10</b>	<b>12440 Sri Ganganagar-Nanded Express</b>
<b>11</b>	<b>12485 Nanded-Shri Ganganagar Express</b>
<b>12</b>	<b>12486 Sri Ganganagar-Nanded Express</b>
<b>13</b>	<b>12719 Jaipur -Hyderabad Express</b>
<b>14</b>	<b>12720 Hyderabad-Jaipur Express</b>
<b>15</b>	<b>12751 Nanded-Jammu Tawi Express</b>
<b>16</b>	<b>12752 Jammu Tawi -Nanded Express</b>
<b>17</b>	<b>12765 Tirupati-Amravati Express</b>
<b>18</b>	<b>12766 Amravati-Tirupati Express</b>
<b>19</b>	<b>17605 Kacheguda-Bhagat Ki Kothi Express</b>
<b>20</b>	<b>17606 Bhagat Ki Kothi-Kacheguda Express</b>
<b>21</b>	<b>17639 Kacheguda-Akola Express</b>
<b>22</b>	<b>17640 Akola -Kacheguda Express</b>
<b>23</b>	<b>17641 Kacheguda-Narkher Express</b>
<b>24</b>	<b>17642 Narkher-Kacheguda Express</b>
<b>25</b>	<b>17683 Akola -Purna Express</b>

<b>26</b>	<b>17684 Purna -Akola Express</b>
<b>27</b>	<b>19301 Dr. Ambedkar Nagar -Yesvantpur Express</b>
<b>28</b>	<b>19302 Yesvantpur - Dr. Ambedkar Nagar Express</b>
<b>29</b>	<b>19713 Jaipur -Kurnool City Express</b>
<b>30</b>	<b>19714 Kurnool City-Jaipur Express</b>
<b>31</b>	<b>22709 Nanded-Amb Andaura Express</b>
<b>32</b>	<b>22710 Amb Andaura-Nanded Express</b>
<b>33</b>	<b>22723 Nanded-Shri Ganganagar Express</b>
<b>34</b>	<b>22724 Shri Ganganagar-Nanded Express</b>
<b>35</b>	<b>57655 Parli Vaijnath-Akola Passenger</b>
<b>36</b>	<b>57656 Akola -Purna Passenger</b>
<b>37</b>	<b>77613 Purna -Akola DMU</b>
<b>38</b>	<b>77614 Akola -Parli Vaijnath DMU</b>

**Further, proposals/ requests/ suggestions/ representations, both formal and informal inter alia for introduction of trains, extension of existing trains, or increase in frequency of trains are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Offices etc. As receipt of such proposals/ requests/ suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to time.**

**Besides, introduction of new train services is an on-going process, which depends on various factors including-**

- Capacity of that section**
- Availability of path**
- Availability of required rolling stock**

- **Availability of matching infrastructure for rolling stock**
- **Maintenance requirement of railway tracks and other assets.**
- **Occupancy and the traffic requirement of the section**

#### **Amrit Bharat Stations:**

**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, 1,338 stations have been identified for development under this scheme, out of which 132 stations including Hingoli Deccan station of Hingoli district, are located in Maharashtra. The names of stations identified for development under Amrit Bharat Station Scheme in Maharashtra are as following:**

<b>State</b>	<b>No. of Stations</b>	<b>Name of Stations</b>
<b>Maharashtra</b>	<b>132</b>	<b>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, Kopergaon, 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,</b>

		<b>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</b>
--	--	--

**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 have been completed. The name of stations completed in Maharashtra are as following:**

<b>State</b>	<b>No. of stations</b>	<b>Name of stations</b>
<b>Maharashtra</b>	<b>17</b>	<b>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</b>

**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:**

- **Hingoli Deccan station:** The works of platform shelter and improvement of platform surface of platform no. 2 have been completed. The works of new station building, improvement of existing station building, platform surface of platform no. 1, lift and 12 m Foot Over Bridge have been taken up.
- **Palghar station:** The works of new platform shelter at platform no. 2/3, platform surfacing, new coping blocks and tactile tile work at platform no. 4 have been completed. The works of utility shifting and 12 m Foot Over Bridge have been taken up.
- **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 have been completed. The work of new 6 m Foot Over Bridge has 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, 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 has been taken up.

**Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways including provision of passenger amenities 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 (Revised Estimate) has been made for the financial year 2025-26, out of which an expenditure of ₹ 3,886 crore (up to February, 2026) has been incurred so far.**

#### **Projects and Budget:**

**Hingoli is an existing railway station on Akola-Purna railway line. To improve the connectivity in the region, survey for Akola-Purna doubling (207 Km) has been sanctioned for preparation of Detailed Project Report (DPR).**

**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.**

**Further, Ministry of Railway has taken up the work of Wardha-Nanded (284 Km) new line project which passes through Hingoli district. Wardha-Deoli-Kalamb section of 38 Km of this project has been commissioned and work taken up in the balance section. An expenditure of ₹3,264 crore has been incurred upto March, 2025 with an outlay of ₹310 crore for the year 2025-26. The required 567 Ha. land has been acquired and works taken up.**

## **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:**

<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>
<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>SN</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>SN</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.**

**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.**

**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.**

**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.**

**\*\*\*\*\***