

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 6109  
TO BE ANSWERED ON 01.04.2026**

**PHALTAN–PANDHARPUR NEW RAILWAY LINE PROJECT**

**6109. SHRI MOHITE PATIL DHAIRYASHEEL RAJSINH:**

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

- (a) whether it is a fact that the Phaltan–Pandharpur section (approximately 105 km) of the Lonand–Pandharpur New Railway Line Project in Maharashtra remains incomplete despite the submission of an updated Detailed Project Report (DPR) to the Railway Board and if so, the details thereof;**
- (b) whether it is a fact that despite final approval of the project is still pending comments were received from NITI Aayog on the project review and if so, the steps taken by the Government in this regard;**
- (c) the reasons for the delay in granting approval and commencing construction of the said section; and**
- (d) the details of the concrete steps being taken by the Government to expedite approval, start construction work and ensure time-bound completion of the Phaltan–Pandharpur section?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (d): Survey for Phaltan – Pandharpur New Line Project (109 Km) has been completed and Detailed Project Report (DPR) has been prepared.**

**After preparation of Detailed Project Report (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:**

<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 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>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.

**Bullet Train project:**

Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is 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:

<b>Item</b>	<b>Progress</b>
<b>Piers</b>	<b>430 kms.</b>
<b>Girder</b>	<b>341 kms.</b>
<b>Track Bed</b>	<b>174 kms.</b>
<b>OHE Masts</b>	<b>153 kms.</b>

The progress of stations is given below:-

<b>S.No.</b>	<b>Station</b>	<b>Status</b>
<b>1</b>	<b>Sabarmati</b>	<b>Foundation works completed, Platform slab &amp; roof structural works and finishing works are in progress</b>
<b>2</b>	<b>Ahmedabad</b>	<b>Structural works completed and finishing works have been taken up.</b>
<b>3</b>	<b>Anand/Nadiad</b>	
<b>4</b>	<b>Vadodara</b>	<b>Foundation work completed, structural works and</b>

		<b>finishing works have been taken up.</b>
<b>5</b>	<b>Bharuch</b>	<b>Structural works completed and finishing works have been taken up.</b>
<b>6</b>	<b>Surat</b>	
<b>7</b>	<b>Bilimora</b>	
<b>8</b>	<b>Vapi</b>	
<b>9</b>	<b>Boisar</b>	<b>Foundation works have been taken up and in advanced stage. Structural works have been taken up.</b>
<b>10</b>	<b>Virar</b>	
<b>11</b>	<b>Thane</b>	
<b>12</b>	<b>BKC (Mumbai)</b>	<b>This is an underground station. Foundation works almost completed and Base Slab has been taken up.</b>

**The progress on the River Bridges is as under:-**

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

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.**

**Further, to strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and**

**employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27:-**

- (i) Mumbai–Pune**
- (ii) Pune–Hyderabad**
- (iii) Hyderabad–Bengaluru**
- (iv) Hyderabad–Chennai**
- (v) Chennai–Bengaluru**
- (vi) Delhi–Varanasi**
- (vii) Varanasi–Siliguri**

**Being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno-economic feasibility studies and availability of resources such as financing options etc.**

**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**

**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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