

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 871  
TO BE ANSWERED ON 04.02.2026**

**SHRIRAMPUR-PARLI RAILWAY LINE**

**†871. SHRI BHAUSAHEB RAJARAM WAKCHAURE:**

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

- (a) whether the Rate of Return (RoR) of the Ahmednagar-Beed-Parli line (RoR-5.04), Baramati-Lonand via Phaltan line (RoR-3.22) and Solapur-Tuljapur-Osmanabad line (RoR-4.35) are negative and despite this, both the Central and State Governments have approved these railway lines and work is underway in Maharashtra;**
- (b) if so, the details thereof;**
- (c) whether the Government has also approved the Shrirampur-Parli railway line, pending since the British period, whose RoR is nominally negative on the same line; and**
- (d) if so, the details thereof and if not, the reasons therefor?**

**ANSWER**

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

- (a) to (d): Railway projects are sanctioned based on various criteria such as remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throw forward of ongoing projects and overall availability of funds.**

**Belapur (Shrirampur) and Parli are existing stations and are connected via Ankia, Jalna and Parbhani. Moreover, a work of additional connectivity is also taken up between Belapur (Shrirampur) and Parli Vaijnath via Beed.**

**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>

**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.**

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