

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 560
TO BE ANSWERED ON 22.07.2026**

**FUND ALLOCATION FOR RAILWAY PROJECT IN MAHARASTHRA AND
MADHYA PRADESH**

**†560. DR. SHIVAJI BANDAPPA KALGE:
SHRI GYANESHWAR PATIL:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has done review of the status of the sanctioned major railway projects across the country;**
- (b) if so, the list of sanctioned projects including new lines, gauge conversion, electrification and station modernisation works in the State of Maharashtra and Madhya Pradesh;**
- (c) the details of the projects presently facing cost escalation, delay or impediments in execution along with the estimated time and budget overruns;**
- (d) the reasons including challenges relating to land acquisition, environmental clearances, issues relating to release of funds and contractor-related factors for such delays;**
- (e) the reasons for constantly extending the timelines of the projects, resulting in the adverse impact on regional connectivity, freight movement, passenger transportation and economic development; and**
- (f) the steps being taken by the Government to ensure timely completion and advance rail infrastructure in Madhya Pradesh?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (f): Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 12 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

Projects Sanctioned:

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Exp upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	514	40,000	12,583	3,05,253

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

During last three years i.e. FY 2023-24, 2024-25 & 2025-26 and the current FY 2026-27, 261 projects (53 New Line, 05 Gauge Conversion and 203 Doubling) of total length 14,500 Km have been sanctioned across Indian Railways.

Madhya Pradesh

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 Madhya Pradesh is as under:

Period	Outlay
2009-14	₹632 crore/year
2026-27	₹15,188 crore (nearly 24 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Madhya Pradesh is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-26	2,893 Km	241.1 Km/year (More than 8 times)

Projects Sanctioned:

As on 01.04.2026, 32 projects (10 New Lines, 02 Gauge Conversion and 20 Doubling), of total length of 5,584 Km, costing ₹1,26,939 crore falling fully/partly in Madhya Pradesh are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned Upto March- 26 (Km)	Expenditure upto March-26 (₹ in Cr.)
New Lines	10	1,936	621	19,435
Gauge Conversion	02	809	457	7,771
Doubling / Multitracking	20	2,839	1,037	18,876
Total	32	5,584	2,115	46,082

Recently completed projects:

Details of some of the recently completed projects falling fully/partly in the State of Madhya Pradesh are as under:

S.No.	Name of Project	Latest Cost (₹ in Crores)
1	Anuppur-Katni 3rd line (166 Km)	2,311
2	Pendra Road-Anuppur 3rd line (50 Km)	394
3	Bhopal-Bina 3rd line (145 km)	1,075
4	Bina-Kota Doubling (283 km)	2,477
5	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
6	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
7	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1,268
8	Itarsi-Budhni 3rd line (25 Km)	286
9	Barkhera-Bhopal 3rd line (41 km)	473
10	Nimach-Chittaurgarh Doubling (56 Km)	560
11	Budhni-Barkhera 3rd line (27 Km)	1,703
12	Indore-Dewas-Ujjain Doubling (79 Km)	757
13	Guna- Etawah New Line (348 Km)	683
14	Ramna-Singrauli doubling (160 Km)	2,436
15	Karaila Road- Shaktinagar Doubling(32 Km)	763
16	Katni-Bina 3rd line (260 Km)	3,138
17	Nimach-Ratlam Doubling (133 Km)	1,475

Ongoing projects:

Some of the projects falling fully/partly in the State of Madhya Pradesh which have been taken up are as under:

S.No.	Project	Cost (₹ in Crores)
1	Katni- Grade separator / Bypass (35 Km)	2,300
2	Katni- Singrauli Doubling (257 Km)	4,377
3	Lalitpur- Khajuraho New Line (541 Km)	8,914
4	Ramganjmandi-Bhopal New Line (277 Km)	5,073
5	Indore-Budni New Line (198 Km)	7,474
6	Nimach-Badi Sadri New Line (48 Km)	896
7	Gwalior-Sheopurkalan Gauge Conversion (284 Km)	3,947
8	Itarsi- Nagpur 3rd line (280 Km)	2,607
9	Jhansi-Bina 3rd line (153 Km)	2,002
10	Mathura-Jhansi 3rd line (274 Km)	5,961
11	Jhansi- Manikpur & Khirar-Bhimsen Doubling (431 Km)	4,330
12	Satna-Rewa Doubling (50 Km)	616
13	Manmad - Indore New Line (360 Km)	18,529
14	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
15	Dahod-Indore New Line (205 Km)	9,746
16	Chhota Udepur-Dhar New Line (147 Km)	1,994
17	Ratlam-Nagda 3rd and 4th line (41 Km)	964
18	Vadodara-Ratlam 3rd and 4th line (259 Km)	8,885
19	Ratlam-Akola Gauge Conversion (525 Km)	18,811
20	Bina-Itarsi 4th Line (237 km)	4,329
21	Itarsi-Nagpur 4th Line (297 Km)	5,010
22	Gondia-Jabalpur Doubling (231 Km)	5,236
23	Nagda-Mathura 3rd & 4th line (568 Km)	16403

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
2026-27	₹23,926 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 2014-26 is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-26	2,585 Km	215.4 Km/year (Nearly 4 times)

Projects sanctioned:

As on 01.04.2026, 52 projects (13 New Lines, 02 Gauge Conversion and 37 Doubling), of a total length of 5,956 km, costing ₹1,42,635 crore, falling fully/partly in Maharashtra are sanctioned. The summary is as under:-

Category	No. of sanctioned Projects	Total Length (in Km)	Length Commissioned Upto Mar'26 (Km)	Exp. upto Mar'26 (₹ in Cr.)
New Line	13	1,399	266	13,065
Gauge Conversion	02	609	334	5,013
Doubling/ Multitracking	37	3,948	998	16,704
Total	52	5,956	1,598	34,782

Recently completed projects:

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

S.No.	Project	Cost (₹ in crore)
1	Pune-Miraj-Londa Doubling (467 Km)	6,463
2	Hotgi-Kudgi-Gadag Doubling (284 Km)	2,459
3	Manmad-Jalgaon 3rd Line (160 Km)	1,677
4	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
5	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
6	Panvel-Pen Doubling (35 Km)	263
7	Pen-Roha Doubling (40 Km)	330
8	Udhna-Jalgaon Doubling (307 Km)	2,448
9	Mudkhed-Parbhani Doubling (81 Km)	673
10	Bhusawal-Jalgaon 3rd Line (24 Km)	325
11	Jalgaon-Bhusawal 4th Line (24 Km)	261
12	Daund-Gulbarga Doubling (225 Km)	3,182
13	Daund-Manmad Doubling (236 Km)	3,426

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-Parli Vaijnath New Line (261 Km)	5,800
2	Baramati-Lonand New Line (64 Km)	1,844
3	Wardha-Nanded New Line (284 Km)	5,248
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

S.No.	Name of the project	Cost (₹ In crore)
7	Wardha-Nagpur 3rd Line (76 Km)	917
8	Wardha-Ballarshah 3rd Line (132 Km)	1,755
9	Itarsi-Nagpur 3rd Line (280 Km)	2,607
10	Rajnandgaon-Nagpur 3rd Line (228 Km)	3,545
11	Wardha-Nagpur 4th Line (79 Km)	1,215
12	Jalgaon-Manmad 4th Line (160 Km)	2,574
13	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
14	Solapur-Tuljapur-Osmanabad New Line (84 Km)	3,296
15	Panvel-Chowk Double Line (17 Km)	491
16	Wardha-Balharshah 4th Line (135 Km)	2,226
17	Itarsi-Nagpur 4th Line (297 Km)	5,010
18	Wardha-Bhusawal 3rd & 4th Line (314 Km)	9,197
19	Gondia-Dongargarh 4th Line (84 Km)	2,223
20	Gondia-Balharshah Doubling (240 Km)	4,819
21	Kalyan-Kasara 3rd Line (68 Km)	1,433
22	Naigaon-Juichendra Double Chord Line (5 Km)	176
23	Nilje-Kopar Double Chord Line (5 Km)	338
24	Badlapur-Karjat 3rd & 4th Line (32 Km)	1,324
25	Asangaon-Kasara 4th Line (35 Km)	794
26	Kasara-Manmad 3rd & 4th Line (131 Km)	10,154
27	Gondia-Jabalpur Doubling (231 Km)	5,236
28	Chalisgaon Rail Over Rail Flyover (11 Km)	264
29	Chord line between Chikhli and Somtane (4 Km)	172

Capacity Augmentation works for Mumbai Suburban area

Presently, about 120 Mail/Express trains and 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	5 additional Platforms, 2 pit lines
4	Dadar	1 additional platform
5	Panvel-Kalamboli	5 platforms , 4 pit lines and 2 sick lines
6	Kalyan	6 platforms and 4 pit lines
7	LTT	4 platforms and 2 pit lines
8	Parel	6 platforms, 5 pit lines, 6 stabling lines
9	Vasai - Virar Area	Vasai road: 6 Platforms, 3 pit lines and 5 stabling lines Naigaon- 30 stabling Lines Virar- 2 stabling Lines
10	Dahanu Area	Dahanu: 5 stabling Lines New Vangaon: 30 stabling Lines

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 connectivity and capacity of rail network in Mumbai suburban area, Mumbai Urban Transport Project (MUTP)-I costing ₹4,502 crore, 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:

S.No	Name of project	Cost (₹ in crore)
1	6th Line Mumbai Central-Borivali (30 km)	919
2	Extension of Harbour Line Goregaon-Borivali (7	826
3	Virar-Dahanu Road 3rd & 4th Line (64 km)	3,587
4	5th & 6th Line CSTM-Kurla (18 km)	891
5	Panvel-Karjat Suburban Corridor (30 km)	2782
6	Airoli-Kalwa (elevated) Suburban Corridor link (3	476
7	5th & 6th line Borivali-Virar (26 km)	2,184
8	4th line between Kalyan-Asangaon (32 km)	1,759
9	3rd & 4th line between Kalyan-Badlapur (14.05 km)	1,510
10	Kalyan Yard-Segregation of Main Line & Suburban	866
11	Vasai bye pass line (Double line) between Naigaon and Juchandra (5.73 Km)	176
12	3rd and 4th line between Badlapur & Karjat (32.46 km)	1,324
13	4th line between Asangaon & Kasara (34.97 km)	794
14	Trespass Control (34 locations)	551

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 projects.

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.**

New generation trains:

To enhance passenger carrying capacity, 238 rakes of 12 cars each with doors have been sanctioned under MUDP-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 the 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	452 kms.
Girder	356 kms.
Track Bed	209 kms.
OHE Masts	190 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 an 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.

S. No.	River Name	Status
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)	

S. No.	River Name	Status
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.

On the Surat–Vapi section (97 km) entire civil works including river bridge construction, have been completed and 87% of the track bed has been laid.

However, Bullet train project is a very complex and technology intensive project. Exact timelines for the completion of the entire project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling & Telecommunication and supply of Trainsets.

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:

Ministry of Railways had taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km) .

The work on EDFC & WDFC has been completed and commissioned. On an average more than 443 trains are operated per day on DFCs. The fully commissioned sections of the Eastern and Western Dedicated Freight Corridors (EDFC & WDFC) have demonstrated robust operational performance. Freight volumes have steadily increased, with higher average speeds, faster turnarounds, and enhanced reliability. The corridors are witnessing consistent growth in container, coal, and bulk cargo movement,

contributing significantly to capacity augmentation in freight transportation.

DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. As a result, Railways have been able to run additional goods and coaching services over its network.

The DFCs have enabled faster transit times, higher throughput, and double-stack container operations (especially on the Western DFC). These improvements have contributed to lowering overall logistics costs, improving supply chain efficiency, and enhancing competitiveness of Indian industries.

A new Dedicated Freight Corridor connecting Dankuni in East to Surat in West, has been announced in the Union Budget 2026. The work of preparation/updation of Detailed Project Report (DPR) for this corridor has been taken up.

Railway Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

In Maharashtra and Madhya Pradesh, entire existing BG network has been electrified. Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.

Station Redevelopment:

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 of Indian Railways. The master planning, keeping in view the necessity of each station, 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/subway to commensurate with passenger traffic**
- **Provision of lifts/escalators/ramps**
- **Improvement of platform surface/ provision of platform shelter**
- **Provision of kiosks for local products through schemes like ‘One Station One Product’**
- **Parking development**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.**

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 132 stations are located in Maharashtra and 80 stations are located in Madhya Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in Maharashtra and Madhya Pradesh are as following:

State	No. of Stations	Names of Stations
Maharashtra	132	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,

State	No. of Stations	Names of Stations
		Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road, Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, 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
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, Biyavra Rajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, Katni Murwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar,

State	No. of Stations	Names of Stations
		Maihar, Maksi Jn, Mandla Fort, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram, Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in Maharashtra and Madhya Pradesh have been taken up at a good pace. Details of stations completed in Maharashtra and Madhya Pradesh are as under:

State	No. of Stations	Name of Stations
Maharashtra	20	Amgaon, Baramati, Byculla, Chanda Fort, Chinchpokli, Devlali, Dhule, Himayatnagar, Kedgaon, Lasalgaon, Lonand Junction, Malkapur, Matunga, Murtizapur Junction, Nandura, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road
Madhya	19	Ashoknagar, Balaghat, Beohari, Bhind,

State	No. of Stations	Name of Stations
Pradesh		Chhindwara, Harpalpur, Junnor Deo, Katni South, MCS Chhatarpur, Nainpur Junction, Narmadapuram, Orchha, Sanchi, Seoni, Shajapur, Shivpuri, Shridham, Tikamgarh, Vidisha

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:

Maharashtra:

- **Chhatrapati Sambhajnagar station:** The works of new post office building and parcel office, new Railway Protection Force (RPF) and Government Railway Police (GRP) building at North side have been completed. The works of new arrival and departure building at South side, new waiting hall, toilet, air concourse, 6 m wide foot over bridge, through roof, new underground tanks at North and South sides, new sewage treatment plant at North and South side, new electrical sub-station building have been taken up.
- **Jalna station:** The works of new arrival building and departure building at South side, new arrival building at North side, new departure building at North side, platform shelter, air concourse, 6 m wide foot over bridge, through roof, new underground tank at North and South side, new sewage treatment plant at North and South side, new post office and parcel office building, new Railway Protection Force (RPF) and Government Railway Police (GRP) building and electrical sub-station have been taken up.

- **Nagpur station:** The works of relocation of passenger reservation system building and booking offices, and improvement of parking on the main entry side have been completed. The works of construction of new admin building, departure building and basement parking on main entry side, construction of departure building and unified basement on second entry side, new air concourse, improvement to platform surfacing on platform 8, and new platform shelters have been taken up.
- **Diva station:** The works of improvement of station building and foot over bridge at Kalyan and Mumbai end, improvement of platform surface, parking, new entry gate, new platform shelters, new toilet blocks and platform raising have been completed. The work of new foot over bridge has been taken up.
- **Shegaon station:** The works of new platform shelters, improvement of station building, improvement of platform surface and new 12 m wide foot over bridge have been completed. The works of new booking office, improvement of circulating area, parking, station illumination, lifts and escalator for 12 m wide foot over bridge have been taken up.

Madhya Pradesh:

- **Sihora Road station:** The works of improvement of station building, platform raising and surfacing of platform no. 1 & 2, new toilet blocks, improvement of waiting hall, improvement of circulating area & parking, provision of 12 m wide foot over bridge, improvement of circulating area and parking at second entry and improvement of

amenities for Divyangjan have been completed. The works of lifts and escalators have been taken up.

- **Narsinghpur station: The works of improvement of station building, new entrance porch, 12 m wide foot over bridge, improvement of circulating area, parking, waiting hall, platform raising and surfacing of platform no. 1 & 2, platform shelter at platform no. 1 & 2, new toilet blocks and improvement of amenities for Divyangjan facilities have been completed. The works of lifts and escalators have been taken up.**
- **Harda station: The works of new station building, improvement of circulating area, parking, improvement of platform surface at platform no. 1 & 2, improvement of waiting hall and toilet, platform shelter, new toilet block, 12 m wide foot over bridge and improvement of amenities for Divyangjan have been completed. The works of lifts and escalators have been taken up.**
- **Gadarwara station: The works of improvement of station building, new entrance porch, platform raising and surfacing of platform no. 1 & 2, platform shelter at platforms no. 1 & 2, new toilet blocks, improvement of circulating area & parking, waiting hall and amenities for Divyangjan have been completed. The works of 12 m wide foot over bridge, lifts and escalators have been taken up.**
- **Anuppur station: The works of improvement of station building, improvement of circulating area, parking, improvement of platform surface, landscaping, entrance porch, entry/ exit gate, signages, new**

toilet block and platform shelters have been completed. The work of 12 m wide foot over bridge has been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways 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 a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

Development / upgradation / modernisation of stations including under 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 station-wise or state-wise.

Maharashtra is covered under the jurisdiction of four railway zones, namely, Central Railway, Southern Central Railway, South East Central Railway and Western Railway. For these zones, an allocation of ₹ 3,543 crore has been

made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 1,671 crore has been incurred so far.

Madhya Pradesh is covered under the jurisdiction of seven railway zones, namely, Central Railway, East Central Railway, North Central Railway, South Central Railway, South East Central Railway, Western Railway and West Central Railway. For these zones, an allocation of ₹ 5,285 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 2,318 crore has been incurred so far.

ROBs & RUBs:

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (1,361 Nos. in the State of Madhya Pradesh and 1,277 in the State of Maharashtra)

As on 01.06.2026, 4,993 Nos. ROBs/ RUBs works are sanctioned at a cost of approx Rs.1,17,492 Cr on Indian Railways including 313 Nos. ROBs/ RUBs works at a cost of approx. Rs. 8,018 Cr in the state of Madhya Pradesh and 238 Nos. ROBs/ RUBs works at a cost of approx. Rs. 5,167 Cr in the state of Maharashtra which are at various stages of planning and execution.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects/works.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- iii. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**
