

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2998**  
**ANSWERED ON 20.12.2024**

**REDUCTION OF FUNDING FOR RAILWAY PROJECTS IN MAHARASHTRA**

2998. SHRI SANJAY RAUT:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has reduced funding for new railway lines in Maharashtra in recent years and the impact it has on ongoing railway projects;
- (b) the critical rail projects which have been delayed due to reduction in funding and the manner in which this align with Maharashtra's need for expanding its rail infrastructure to support its population and economic growth; and
- (c) the steps taken by Government to mitigate potential delays in railway projects to ensure continued regional development and economic progress in Maharashtra?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

(a) to (c) Railway projects are surveyed/sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of 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 throwforward of ongoing projects and overall availability of funds.

Presently, Infrastructure works such as network expansion/augmentation, RoBs/RUBs, Station redevelopment, Bullet train, Western DFC etc. situated fully/partly in Maharashtra at a total cost of more than ₹1,64,000 crore have been taken up.

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The summary of 41 network expansion/augmentation projects (16 New Lines, 02 Gauge Conversions and 23 Doubling) at a total cost of ₹81,580 crore falling fully partly in Maharashtra, which are in planning/approval/construction stage as on 01.04.2024 is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March, 2024 (₹ in Cr.)
New Lines	16	2,017	166	8,529
Gauge Conversion	2	609	312	3,332
Doubling/ Multitracking	23	3,251	1,448	19,376
<b>Total</b>	<b>41</b>	<b>5,877</b>	<b>1,926</b>	<b>31,236</b>

Further, following major projects falling fully/partly in the State of Maharashtra have been sanctioned recently:-

S.No.	Name of the Project	Cost (₹ in Cr.)
1.	Manmad-Indore New Line (309 Km)	16,321
2.	Jalna – Jalgaon New Line (174 Km)	5,804
3.	Aurangabad – Ankai doubling (98 Km)	961
4.	Parbhani – Parli – Vaijanath doubling (65 Km)	770
5.	Jalgaon – Manmad 4th Line (160 Km)	2,574
6.	Bhusawal – Khandwa 3rd and 4th Line (131 Km)	3,285

Average Budget allocation for Infrastructure projects and other works, falling fully/ partly in Maharashtra is as under:-

Period	Outlay
2009-14	₹1,171 crore/year
2024-25	₹15,940 crore ( more than 13 times)

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Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Maharashtra during 2009-14 and 2014-2024 is as under:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-24	1,830 Km	183 Km/year (more than 3 times)

In 2023-24, a total of 358 Km has been commissioned which is more than 6 times as compared to average commissioning during 2009-14.

Construction works on the flagship High speed bullet train project have gathered momentum in Maharashtra. Now 100% land acquisition has been completed. Works of bridges, aqueducts etc. have been taken up. Orders for 3 Tunnel Boring Machines (TBMs) to carry out about 21 Km tunneling under sea have also been placed. Meanwhile, all preparatory works required for the working of TBMs such as construction of shafts etc. have also been taken up.

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. Connectivity of WDFC to JNPA will boost the capacity to handle cargo and container traffic from port to Delhi NCR.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

Various steps taken by the Government for effective and speedy implementation of rail projects include (i) substantial increase in allocation of funds, (ii) delegation of powers at field level, (iii) close monitoring of progress of project at various levels (iv) 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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