

Steps taken to improve railway connectivity between Pune and Nashik

98 Railway Survey Projects Sanctioned in Maharashtra Under PM Gati Shakti

29 New Line, 2 Gauge Conversion, and 67 Doubling surveys

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The following surveys/works have been taken up to improve railway connectivity between Pune and Nashik:-

S.No.	Name of the Work	Length in km.	Status
1	Nashik – Sainagar Shirdi New Double Line	95	DPR prepared
2	Sainagar Shirdi - Puntamba- Doubling	16	Project recently sanctioned
3	Puntamba –Nimblak Doubling	80	Recently Commissioned
4	Nimblak – Ahilyanagar Doubling	6	Work in progress
5	Ahilyanagar- Pune New Double Line	133	DPR prepared

The proposed Ahilyanagar-Pune New Double Line of 133 Km length for which Detailed Project Report (DPR) has proposed is passing through Shirur constituency area.

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.

To provide connectivity between Pune and Nashik via Sangamner (near Akole), another DPR was prepared by Maharashtra Rail Infrastructure Development Corporation Ltd. (MRIDC), a Joint Venture company of Government of Maharashtra (50%) and Ministry of Railways (50%). The proposed alignment in the DPR was passing through Narayangaon where National Centre for Radio Astrophysics (NCRA), Pune has installed Giant Metrewave Radio Telescope (GMRT) Observatory. GMRT has users from 31 number of countries (till 28th Cycle) that uses its services for scientific observations. The Department of Atomic Energy has advised Ministry of Railways that the alignment is passing near the GMRT Observatory and will have potential interference and harmful impact on its operations. As such, this alignment was not found acceptable due to adverse impact on the GMRT Observatory.

The budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Maharashtra has increased significantly in the recent years. The Budget outlay has increased from ₹ 1,171 crore/year in the period 2009-14 to ₹ 23,778 crore in 2025-26, which stands to be more than a twenty-fold increase.

Further, 292 km of new track was commissioned in the state during 2009–14. Between 2014–25, 2,292 km of new track was commissioned, which is more than three times the earlier period.

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, out of which 2,360 km length has been commissioned and an expenditure of ₹39,407 crore has been incurred upto March' 2025. The summary is as under:-

Category	No of sanctioned Projects	Total Length (in Km)	Length Commissioned Upto Mar'25 (Km)	Exp. upto Mar'25 (₹ in Cr.)
New Line	11	1,355	234	10,504
Gauge Conversion	02	609	334	4,286

Doubling/Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

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)	4,670
2	Manmad- Jalgaon 3rd line (160 Km.)	2,574
3	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
4	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
5	Panvel-Pen Doubling (35 Km)	263
6	Pen-Roha Doubling (40 Km)	330
7	Udhna-Jalgaon Doubling (307 Km)	2,448
8	Mudkhed-Parbhani Doubling (81 Km)	673
9	Bhusawal-Jalgaon 3rd Line (24 Km)	325
10	Jalgaon-Bhusawal 4th line (24 Km)	261
11	Daund-Gulbarga Doubling (225 Km)	3,182

Some of the main projects falling fully/partly in the Maharashtra which have been taken up are as under:

S.No.	Name of the project	Cost (₹ In crore)
1	Ahilyanagar-Beed-Parli Vaijnath New Line (261 Km.)	4,957
2	Baramati-Lonand New Line (64 Km.)	1,844

3	Wardha-Nanded New Line (284 Km.)	3,445
4	Manmad-Indore New Line (360 Km.)	18,529
5	Wadsa-Gadchiroli New Line (52 Km.)	1,886
6	Jalna -Jalgaon New Line (174 Km.)	5,804
7	Daund-Manmad Doubling (236 Km.)	3,037
8	Kalyan-Kasara 3rd line (68 Km.)	1,433
9	Wardha-Nagpur 3rd line (76 Km.)	698
10	Wardha-Ballarshah 3rd line (132 Km.)	1,385
11	Itarsi-Nagpur 3rd line (280 Km.)	2,450
12	Rajnandgaon-Nagpur 3rd line (228 Km.)	3,545
13	Wardha-Nagpur 4th line (79 Km.)	1,137
14	Jalgaon-Manmad 4th Line (160 Km)	2,574
15	Bhusawal-Khandwa 3rd & 4th Line (131 Km.)	3,285

In the last three years 2022-23, 2023-24, 2024-25 and the current financial year 2025-26, 98 surveys (29 New Line, 2 Gauge Conversion and 67 Doubling) of total length 8603 Km. falling fully/ partly in the State of Maharashtra have been sanctioned under PM Gati Shakti NMP.

Further, 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.

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.

Completion of Railway project/s depends on various factors like 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 , and number of working months in a year for particular project site, among others. All these factors affect the completion time and cost of the projects.

This was stated in a written reply by the Minister for Railways, Information and Broadcasting and Electronics and Information Technology, Shri Ashwini Vaishnaw in the Lok Sabha today in response to a question asked by MP Dr. Amol Kolhe.

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