

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 2984
TO BE ANSWERED ON 05.08.2026**

**RAILWAY CONNECTIVITY IN TRIBAL/ASPIRATIONAL DISTRICTS OF
MAHARASHTRA**

2984. SHRI BHASKAR MURLIDHAR BHAGARE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has undertaken any assessment of railway connectivity in the tribal and aspirational districts of Maharashtra and if so, the details thereof;**
- (b) the names of tribal and remote districts identified as lacking adequate railway connectivity and the criteria adopted for such assessment;**
- (c) whether any new railway lines, doubling, electrification, gauge conversion or station development projects have been sanctioned or are under consideration for these districts and if so, the details thereof;**
- (d) the present status of railway proposals received from Maharashtra for improving connectivity in tribal and backward regions;**
- (e) the status of ongoing railway projects in tribal areas of Maharashtra, including physical and financial progress, district-wise; and**
- (f) the details of the timeline fixed for completion of these projects and the measures taken to address delays in land acquisition, funding and execution?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (f):

Budget allocation in recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Maharashtra including tribal and aspirational districts, 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 including tribal and aspirational districts during 2009-14 and 2014-26 are 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 including tribal and aspirational districts, are sanctioned. The summary is as under:-

Category	No. of sanctioned Projects	Total Length (in Km)	Length Commissioned Upto Mar'26 (in 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 including tribal and aspirational districts, 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 including tribal and aspirational districts, 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
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
30	Puntamba - Sainagar Shirdi Doubling (17 Km)	227

Further, during the last three years i.e. 2023-24, 2024-25, 2025-26 and the current financial year 2026-27, 60 surveys (21 New Line and 39 Doubling) of total length 6,872 Km falling fully/ partly in the State of Maharashtra including tribal and aspirational districts, have been sanctioned. Some of the important surveys are as follows:-

S.No.	Name of the Survey	Status
1.	Jalna - Khamgaon New Line (162 Km)	Detailed Project Report (DPR) has been prepared.
2.	Nashik - Dahanu Road New Line (100 Km)	DPR has been prepared.
3.	Pune - Ahilyanagar New Line (134 Km)	DPR has been prepared.
4.	Pune - Wadi 3rd & 4th Line (393 Km)	DPR has been prepared.
5.	Nashik - Dahanu Road New Line (100 Km)	Final Location Survey (FLS) has been sanctioned for the preparation of DPR.
6.	Karzat - Lonawala - Pune 3rd & 4th Line (91 Km)	FLS has been sanctioned for the preparation of DPR.

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.

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**

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 project/s.

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.**

Benefits of Railway projects in the respective regions include:

- **Faster movement of the essential goods and agriculture products**
- **Increase in employment opportunities for the people of this region**
- **Socio-economic development of the area, development of tourism industry**
- **Increase in industrial activities in the region.**

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:

S.No.	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 - Kalamoli	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 areas, Mumbai Urban Transport Project (MUTP)-I costing ₹4,502 Cr., MUTP-II costing ₹8,087 Cr., MUTP-III costing ₹10,947 Cr. & MUTP-IIIA costing ₹33,690 Cr have been sanctioned. The progress of works is as below:

SN	Name of the project	Cost (₹ in crore)	Status of work
1	Virar - Dahanu Road 3rd & 4th line (64 km)	3,578	• Entire 39 Ha. Land acquired. • Entire 3 lac cum. earthwork completed. • 13 out of 16 major bridges completed. • 53 out of 68 minor bridges completed. • All 4 RUBs completed. • 60 out of 181 Station/Service buildings completed. • 31 km out of 128 km track laying completed.
2	Borivali - Virar 5th & 6th line (26 km)	2,184	• 16 Ha. out of 17 Ha. landacquired. • Forest clearance obtained from MoEFCC. • Permission for Mangroves felling obtained from Hon'ble High Court. • 3.3 lac cum. earthwork out of 6.7 lac cum. completed. • 5 out of 23 FOB Extn. completed.

			• 2 out of 12 minor Bridges completed. • Work in progress in 3 major bridges. - Work in progress in Station buildings and other items.
3	Naigaon - Juichandra double chord line (6 km)	176	• Land acquisition has been taken up.
4	Extension of Harbour line from Goregaon - Borivali (7 km)	826	• Land acquisition has been taken up.
5	Mumbai Central - Borivali 6 th line (30 km)	919	• Phase-I (Borivali - Khar Road, 17 km): Commissioned. • Phase-II (Khar Road - Mumbai Central): Land acquisition has been taken up.
6	4 th line Asangaon-Kasara (34.97 km)	794	• Design & drawings have been taken up.
7	Kalyan - Asangaon 4 th line (32 km)	1,759	• 8 out of 92 minor bridges completed. • Land Acquisition of 17 Ha out of 28 Ha completed. • Work in progress in 7 major bridges.
8	Kalyan - Kasara 3 rd Line (68 km)	1,433	• Land acquisition of 48 Ha. out of 54 Ha. completed. • 4 out of 9 major bridges completed. • All 5 Station buildings completed. • 23 km out of 68 km track laying completed.
9	Kalyan - Badlapur 3 rd & 4 th line (14 km)	1,510	• 1 out of 2 major bridges completed. • 2 out of 4 ROBs completed. • 30 out of 40 minor bridges completed.
10	3 rd and 4 th line Badlapur - Karjat (32.46 km)	1,324	• Design & drawings have been taken up.
11	Panvel - Karjat Suburban Corridor(29.6 km)	2,782	• All 3 tunnels (3 km) completed. • 5 ROBs, 16 RUBs completed. • 9 major bridges, 35 minor bridges

			completed. • 67 km out of 70 km track laying completed.
12	Airoli - Kalwa (elevated) Suburban Corridor link (3.3 km)	476	• Phase-I (Halt station at Digha): Commissioned. • Phase-II (Airoli - Kalwa elevated track, 3.3 km): Land acquisition and R&R has been taken up.
13	Nilje - Kopar double chord line (5 km)	338	• Land acquisition has been taken up. • 6 out of 15 minor bridges completed. • 0.85 lac cum. earthwork out of 1 lac cum. completed
14	CSMT - Kurla 5th & 6th line (17.5 km)	891	Phase-I (Kurla - Parel, 10.1 km): • 1 out of 12 minor bridges completed. • 2 out of 4 station buildings completed. • Rebuilding of Sion ROB is in progress. Phase-II (Parel - CSMT, 7.4 km): • Land acquisition has been taken up.

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 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.
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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.
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)	
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 has taken 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, entire existing BG network has been electrified. Further, all new line/ Multitracking 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, 1,340 stations have been identified for development under this scheme, out of which 132 stations, including 4 stations of Aspirational districts, are located in Maharashtra.

The names of stations identified for development under Amrit Bharat Station Scheme from Aspirational districts of Maharashtra are as following:

State	Aspirational District	Name of Station
Maharashtra	Gadchiroli	Wadsa
	Nandurbar	Nandurbar
	Osmanabad	Dharashiv
	Washim	Washim

The names of stations identified for development under Amrit Bharat Station Scheme in Maharashtra 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 Sambhaji nagar, 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,

State	No. of Stations	Names of Stations
		Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Jn, Kamptee, Kandivali, KanjurMarg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Jn, Kurla Jn, 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, SainagarShirdi, 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

Completed stations in Maharashtra:

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

State	No. of Stations	Names 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

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:

Stations of Aspirational districts in Maharashtra:

- **Wadsa station:** The works of improvement of station building, waiting hall, booking counter, toilet, improvement of platform surface, improvement of circulating area, approach road, landscaping, 12 m wide foot over bridge, entry/ exit gates, art work, installation of Train Indication Board and Coach Indication Board, signages and high mast light have been completed. The work of lifts has been taken up.
- **Nandurbar station:** The works of new station building, improvement of existing station building, improvement of platform surface, new platform shelter, new toilet block, improvement of existing toilet, new entry/exit gate, improvement of circulating area and parking have been taken up.

- **Dharashiv station:** The works of improvement of station building, improvement of circulating area, parking, improvement of platform surface and platform shelter have been completed. The works of 6 m wide foot over bridge and toilet block have been taken up.
- **Washim station:** The works of improvement of station building at main entry, platform shelter, improvement of platform surface, waiting hall, toilet, improvement of circulating area at main entry, 12 m wide foot over bridge and lift have been taken up.

Other stations of Maharashtra:

- **Nagpur Junction 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.
- **Chhatrapati Sambhajnagar station:** The works of new post office building and parcel office, new Railway Protection Force and Government Railway Police 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 and new electrical sub-station building have been taken up.

- **Solapur station:** The works of new ramp for existing foot over bridge, new toilet block, new booking office at second entry, improvement of station building, toilet, improvement of circulating area, parking at main and second entry, and boundary wall have been completed. The work of 6 m wide foot over bridge has been taken up.
- **Tumsar Road station:** The works of improvement of station building, waiting hall, toilet, entrance porch, improvement of circulating area, approach road, landscaping, improvement of platform surface, installation of Train Indication Board and Coach Indication Board, signages and CCTV have been completed. The work of lifts has been taken up.
- **Gondia station:** The works of improvement of station building, waiting hall, booking counter, toilet, improvement of circulating area, approach road, installation of Train Indication Board and Coach Indication Board, signages and CCTV have been completed. The works of 12 m wide foot over bridge and lifts have 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.
