

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
STARRED QUESTION NO. 341
TO BE ANSWERED ON 12.08.2026**

**PASSENGER AMENITIES AT BADLAPUR RAILWAY STATION IN
MAHARASHTRA**

†*341. SHRI BALYA MAMA SURESH GOPINATH MHATRE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is a need to improve passenger amenities and suburban local train services at Badlapur Railway Station in Maharashtra; and**
- (b) if so, the details of the step taken/being taken by the Government to augment passenger amenities and improve suburban local train services at said Railway Station?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) and (b): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) AND (b) OF STARRED QUESTION NO.341 TO BE ANSWERED ON 12.08.2026 IN LOK SABHA

(a) & (b): The existing infrastructural facilities and passenger amenities available at Badlapur railway station are as under:

S.No	Passenger Amenities	Description
1	Platforms	All 3 high level platforms of 330m length
2	COP (Cover Over Platform)	Available at all 3 platforms
3	FOB (Foot Over Bridge)	Two FOBs of 12 mts width and 1 FOB of 6 mts width
4	Deck	152 mtr long connecting middle of FOB to Kalyan end FOB
5	Escalators	5 Escalators
6	Lifts	1 lift
7	Skywalk	120 mtr long connected to FOBs on west side of station.

Further following works have also been taken up at Badlapur railway station:

S.No.	Item
1	Construction of 100 m long platform shelter over Platform No. 2.
2	Construction of a skywalk connecting the Kalyanend Foot Over Bridge with the east side Municipal skywalk.
3	Installation of 3 additional escalators.
4	Installation of 3 additional elevators.
5	Construction of a new toilet block outside Platform No. 1.
6	Construction of an additional 6 m wide Foot Over Bridge at the Kalyan end.

Connectivity

Badlapur is an existing station on Indian Railway Network. To further improve the connectivity and enhance the capacity at Badlapur, following works have been sanctioned:-

S.No.	Project	Cost (₹ in crore)	Status
1.	Kalyan – Badlapur 3rd & 4th 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.
2.	Badlapur – Karjat 3rd & 4th Line (32 Km)	1,324	The project has been sanctioned at a cost of ₹1,324 crore recently. Work of Design and drawings has been taken up.
3.	Kalyan – Murbad New Line (28 Km)	836	Land acquisition has been taken up.

Train Services at Badlapur Station

To cater to the sub-urban passengers, presently, 3234 EMU sub-urban services which include both non-AC and AC EMU services are operated by the Western Railway and the Central Railway. Western Railway operates 1414 services including 145 AC EMU services while Central Railway operates 1820 services including 120 AC EMU services. Badlapur station which comes under the jurisdiction of Central Railway, is presently served by 148 EMU services including 78 EMU services originating/terminating from/at Badlapur.

List of trains serving Badlapur is as under:

SN	Train No. and Name	SN	Train No. and Name
1	95001 Kalyan-Palasdhari EMU	21	95107 Kalyan-Karjat EMU
2	95002 Palasdhari-Kalyan EMU	22	95108 Karjat-Kalyan EMU
3	95003 Kalyan-Palasdhari EMU	23	95109 Kalyan-Karjat EMU
4	95004 Palasdhari-Kalyan EMU	24	95110 Karjat-Kalyan EMU
5	95005 Kalyan-Palasdhari EMU	25	95111 Kalyan-Karjat EMU
6	95006 Palasdhari-Kalyan EMU	26	95112 Karjat-Kalyan EMU
7	95007 Kalyan-Palasdhari EMU	27	95113 Kalyan-Karjat EMU
8	95008 Palasdhari-Kalyan EMU	28	95114 Karjat-Kalyan EMU
9	95009 Kalyan-Palasdhari EMU	29	95115 Kalyan-Karjat EMU
10	95010 Palasdhari-Kalyan EMU	30	95116 Karjat-Kalyan EMU
11	95011 Kalyan-Palasdhari EMU	31	95117 Kalyan-Karjat EMU
12	95012 Palasdhari-Kalyan EMU	32	95118 Karjat-Kalyan EMU
13	95013 Kalyan-Palasdhari EMU	33	95119 Kalyan-Karjat EMU
14	95015 Kalyan-Palasdhari EMU	34	95120 Karjat-Kalyan EMU
15	95101 Kalyan-Karjat EMU	35	95121 Kalyan-Karjat EMU
16	95102 Karjat-Kalyan EMU	36	95122 Karjat-Kalyan EMU
17	95103 Kalyan-Karjat EMU	37	95123 Kalyan-Karjat EMU
18	95104 Karjat-Kalyan EMU	38	95124 Karjat-Kalyan EMU
19	95105 Kalyan-Karjat EMU	39	95125 Kalyan-Karjat EMU
20	95106 Karjat-Kalyan EMU	40	95126 Karjat-Kalyan EMU

41	95127 Kalyan-Karjat EMU	63	95208 Badlapur-Kalyan EMU
42	95128 Karjat-Kalyan EMU	64	95209 Kalyan-Badlapur EMU
43	95129 Kalyan-Karjat EMU	65	95210 Badlapur-Kalyan EMU
44	95130 Karjat-Kalyan EMU	66	95211 Kalyan-Badlapur EMU
45	95131 Kalyan-Karjat EMU	67	95212 Badlapur-Kalyan EMU
46	95132 Karjat-Kalyan EMU	68	95213 Kalyan-Badlapur EMU
47	95133 Kalyan-Karjat EMU	69	95214 Badlapur-Kalyan EMU
48	95134 Karjat-Kalyan EMU	70	95215 Kalyan-Badlapur EMU
49	95135 Kalyan-Karjat EMU	71	95216 Badlapur-Kalyan EMU
50	95136 Karjat-Kalyan EMU	72	95217 Kalyan-Badlapur EMU
51	95138 Karjat-Kalyan EMU	73	95218 Badlapur-Kalyan EMU
52	95140 Karjat-Kalyan EMU	74	95219 Kalyan-Badlapur EMU
53	95142 Karjat-Kalyan EMU	75	95220 Badlapur-Kalyan EMU
54	95144 Karjat-Kalyan EMU	76	95221 Kalyan-Badlapur EMU
55	95146 Karjat-Kalyan EMU	77	95222 Badlapur-Kalyan EMU
56	95201 Kalyan-Badlapur EMU	78	95223 Kalyan-Badlapur EMU
57	95202 Badlapur-Kalyan EMU	79	95224 Badlapur-Kalyan EMU
58	95203 Kalyan-Badlapur EMU	80	95225 Kalyan-Badlapur EMU
59	95204 Badlapur-Kalyan EMU	81	95226 Badlapur-Kalyan EMU
60	95205 Kalyan-Badlapur EMU	82	95227 Kalyan-Badlapur EMU
61	95206 Badlapur-Kalyan EMU	83	95228 Badlapur-Kalyan EMU
62	95207 Kalyan-Badlapur EMU	84	95229 Kalyan-Badlapur EMU

85	95230 Badlapur-Kalyan EMU	107	96102 Karjat-Kalyan EMU
86	95231 Kalyan-Badlapur EMU	108	96103 Kalyan-Karjat EMU
87	95232 Badlapur-Kalyan EMU	109	96104 Karjat-Kalyan EMU
88	95233 Kalyan-Badlapur EMU	110	96105 Kalyan-Karjat EMU
89	95234 Badlapur-Kalyan EMU	111	96106 Karjat-Kalyan EMU
90	95235 Kalyan-Badlapur EMU	112	96107 Kalyan-Karjat EMU
91	95236 Badlapur-Kalyan EMU	113	96108 Karjat-Kalyan EMU
92	95237 Kalyan-Badlapur EMU	114	96109 Kalyan-Karjat EMU
93	95238 Badlapur-Kalyan EMU	115	96110 Karjat-Kalyan EMU
94	95239 Kalyan-Badlapur EMU	116	96111 Kalyan-Karjat EMU
95	95240 Badlapur-Kalyan EMU	117	96113 Kalyan-Karjat EMU
96	95241 Kalyan-Badlapur EMU	118	96115 Kalyan-Karjat EMU
97	95242 Badlapur-Kalyan EMU	119	96201 Kalyan-Badlapur EMU
98	95243 Kalyan-Badlapur EMU	120	96202 Badlapur-Kalyan EMU
99	95244 Badlapur-Kalyan EMU	121	96203 Kalyan-Badlapur EMU
100	95245 Kalyan-Badlapur EMU	122	96204 Badlapur-Kalyan EMU
101	95246 Badlapur-Kalyan EMU	123	96205 Kalyan-Badlapur EMU
102	95247 Kalyan-Badlapur EMU	124	96206 Badlapur-Kalyan EMU
103	95248 Badlapur-Kalyan EMU	125	96207 Kalyan-Badlapur EMU
104	96019 Kalyan-Palasdhari EMU	126	96208 Badlapur-Kalyan EMU
105	96020 Palasdhari-Kalyan EMU	127	96209 Kalyan-Badlapur EMU
106	96101 Kalyan-Karjat EMU	128	96210 Badlapur-Kalyan EMU

129	96211 Kalyan-Badlapur EMU	139	96221 Kalyan-Badlapur EMU
130	96212 Badlapur-Kalyan EMU	140	96222 Badlapur-Kalyan EMU
131	96213 Kalyan-Badlapur EMU	141	96223 Kalyan-Badlapur EMU
132	96214 Badlapur-Kalyan EMU	142	96224 Badlapur-Kalyan EMU
133	96215 Kalyan-Badlapur EMU	143	96225 Kalyan-Badlapur EMU
134	96216 Badlapur-Kalyan EMU	144	96226 Badlapur-Kalyan EMU
135	96217 Kalyan-Badlapur EMU	145	96227 Kalyan-Badlapur EMU
136	96218 Badlapur-Kalyan EMU	146	96228 Badlapur-Kalyan EMU
137	96219 Kalyan-Badlapur EMU	147	96229 Kalyan-Badlapur EMU
138	96220 Badlapur-Kalyan EMU	148	96230 Badlapur-Kalyan EMU

Further, to provide additional accommodation to the passengers, Central Railway, w.e.f 20.07.2026, has increased the number of Cars in 10 EMU services from 12 Cars to 15 Cars. Of these 10 EMU services, 4 services are also serving the passengers of Badlapur.

Besides, introduction of new train services, including sub-urban services on various routes/sections, is an on-going process, which depends on various factors including:

- Capacity of that section**
- Availability of path**
- Availability of required rolling stock**
- Availability of matching infrastructure for rolling stock**
- Maintenance requirement of railway tracks and other assets**
- Occupancy and the traffic requirement of the section**

Amrit Bharat Stations:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

This 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 and provision of platform shelter**
- **Provision of kiosks for local products through scheme 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, are located in Maharashtra. The names of stations identified for development under Amrit Bharat Station Scheme in Maharashtra are as following:

State	No. of Stations	Name 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 Sambhajanagar, 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, 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,

State	No. of Stations	Name of Stations
		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

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 the stations completed in Maharashtra 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

The activities for development at other stations have also been taken up at a good pace and progress of some of the stations is as given below:

Diva station: The works of improvement of existing station building, foot over bridge, improvement of platform surface, parking, entry gate, platform shelter, new toilet blocks and raising of platform have been completed. The work of new foot over bridge has been taken up.

Mumbra station: The works of improvement of station building, improvement of platform surface, improvement of circulating area, parking, foot over bridge, and new toilet block have been completed. The work of escalators has been taken up.

Titwala station: The works of improvement of station building, improvement of platform surface, parking, approach road, new toilet block and entrance gate have been completed. The work of new foot over bridge has been taken up.

Vikhroli station: The works of improvement of existing station building elevation, improvement of platform surface, platform shelters, construction of new station building and new toilet blocks have been completed. The works of booking office, improvement of circulating area and parking on the east side have been taken up.

Kurla station: The works of improvement of the booking office, toilets, parking, and platform shelter have been completed. The work of the escalator has been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways including provision of passenger amenities,

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.

Maharashtra

Railway Budget

Budget allocation in recent 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 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, 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, 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-ParliVaijnath 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-SainagarShirdi Doubling (17 Km)	227

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.

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-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 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:

S.No.	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 majorbridges. 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-	826	• Land acquisition has been taken up.

	Borivali (7 km)		
5	Mumbai Central-Borivali 6th 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	4th line Asangaon-Kasara (35 km)	794	• Design & drawings have been taken up.
7	Kalyan-Asangaon 4th 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 3rd 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 3rd & 4th 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	3rd and 4th line	1,324	• Design & drawings have

	Badlapur - Karjat (32 km)		been taken up.
11	Panvel-Karjat Suburban Corridor (30 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 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 (18 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.

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.
