

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 4110
TO BE ANSWERED ON 12.08.2026**

PANDHARPUR-SHEGAON NEW RAILWAY LINE

†4110. SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN RAJENIMBALKAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether any proposal is under consideration for conducting the survey and preparing the Detailed Project Report (DPR) for the proposed new railway line connecting Pandharpur, Kurduwadi, Paranda, Bhoom, Manjarsumba, Georai, Chhatrapati Sambhajnagar and Shegaon Devasthan in view of religious/tourism and regional economic development and if so, the details thereof;**
- (b) the details of the steps taken by the Government to accord early approval for the survey and the Detailed Project Report of the said project and to commence the necessary survey work; and**
- (c) the details of the likely time line for completion of the feasibility study, survey and preparation of the Detailed Project Report for the said railway line?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): Pandharpur, Kurduwadi, Chhatrapati Sambhajnagar and Shegaon are already existing stations on Indian Railway Network and are connected via Daund, Ahilyanagar, Manmad and Jalgaon.

Paranda is about 21 Km away from Kurduwadi Railway station, Bhoom is about 37 Km away from Barsi Town Railway station. Manjarsumbha and Gevrai are about 20 Km and 31 Km away respectively from Beed Railway station, which serve as the transportation hubs for the nearby regions.

To improve connectivity in the region, following works have also been sanctioned/ completed:-

S.No.	Project	Cost (₹ in crore)	Status
1.	Daund - Manmad Doubling (236 Km)	3,426	The project has been commissioned recently.
2.	Ahilyanagar - Beed - Parli Vaijnath (261 Km)	5,800	Ahilyanagar (Ahmednagar) - Beed - Badwani Section (201 Km) has been commissioned. Details of the works in the balance section are as under:- 366 Ha Land out of 371 Ha has been acquired. 19 out of 20 Major Bridges have been completed. 11 out of 23 Road Over Bridge (ROBs) have been completed.

To further improve connectivity in the region, following Final Location Surveys (FLS) have also been sanctioned:-

S.No.	Project	Status
1.	Jalna - Khamgaon New Line (162 Km)	Final Location Survey (FLS) completed and Detailed Project Report (DPR) has been prepared.
2.	Pune - Ahilyanagar New Line (134 Km)	FLS completed and DPR has been prepared.

3.	Dharashiv - Beed - Chhatrapati Sambhajanagar New Line (240 Km)	FLS has been sanctioned for the preparation of DPR. The proposed alignment is passing through Gevrai.
4.	Chhatrapati Sambhajanagar - Ahilyanagar New Line (110 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.

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 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 (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, 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, have been sanctioned.

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**

Railway Infrastructure projects enable socio-economic development of the region including:

- **Better integration of the region with other parts of the country**
- **Faster movement of goods and services**
- **Improving logistics efficiency**
- **Enhance line capacity**
- **Increase in direct and indirect employment opportunities for the people of the region**
- **Reduces operational bottlenecks**
- **Development of tourism industry and increase in industrial activities in the region.**

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.**

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.
