

Railway budget allocation for Maharashtra surges more than twenty-fold, reaching ₹23,778 crore in 2025-26

Platform extension work has been completed at 34 Mumbai stations to accommodate 15-car EMUs

Ongoing projects to improve railway infrastructure include the following locations: Ahilyanagar, Asangaon, Badlapur, Baramati, Gadchiroli, Gondia, Nagpur, Panvel, Parli Vaijnath, Tuljapur and Wardha

The Bullet Train project in Maharashtra is achieving significant milestones, including foundation work at Thane, Virar, and Boisar stations and excavation work at BKC station

Major railway projects such as Pune-Miraj-Londa doubling and Jabalpur-Gondia gauge conversion have been successfully completed

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The status of railway projects sanctioned in Maharashtra are as under:

Railway Budget:

Budget allocation during the last five 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
2025-26	₹23,778 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 2014-25 is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km	208.4 Km/year (More than 3 times)

Projects sanctioned:

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.

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

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)
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1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
3	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
4	Panvel-Pen Doubling (35 Km)	263
5	Pen-Roha Doubling (40 Km)	330
6	Udhna-Jalgaon Doubling (307 Km)	2,448
7	Mudkhed-Parbhani Doubling (81 Km)	673
8	Bhusawal-Jalgaon 3rd Line (24 Km)	325
9	Jalgaon-Bhusawal 4th Line (24 Km)	261
10	Daund-Gulbarga Doubling (225 Km)	3,182

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 (Ahmednagar)-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	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	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
16	Solapur-Tuljapur-Osmanabad New Line (95 Km)	2,933
17	Panvel-Chowk Double Line (17 Km)	491
18	Wardha-Balharshah 4th Line (135 Km)	2,226
19	Itarsi-Nagpur 4th Line (297 Km)	5,010
20	Wardha-Bhusawal 3rd & 4th Line (314 Km)	9,197
21	Asangaon-Kasara 4th Line (35 Km)	794
22	Badlapur-Karjat 3rd & 4th Line (32 Km)	1,324
23	Gondia-Dongargarh 4th Line (84 Km)	2,223
24	Gondia-Balharshah Doubling (240 Km)	4,819

Increasing train handling capacity in Mumbai area:

Presently, about 120 originating Mail/Express trains and about 3,200 sub urban trains are handled daily in the Mumbai area. To increase train handling capacity at various stations in Mumbai area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Bandra Terminus	3 Pit Lines have been completed
2	Mumbai Central	Platform extension for 24 LHB coaches
3	Jogeshwari	2 additional platforms
4	Dadar	1 additional platform
5	Vasai road	6 platforms, 3 pit lines and 5 stabling lines
6	Panvel-Kalamboli	5 platforms , 4 pit lines and 2 sick lines
7	Kalyan	6 platforms and 4 pit lines
8	LTT	4 platforms and 2 pit lines
9	Parel	6 platforms, 5 pit lines, 6 stabling lines
10	Virar	25 stabling lines
11	Dahanu road	11 stabling lines
12	Mira road	25 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 capacity of the rail network in Mumbai suburban area, Mumbai Urban Transport Project (MUTP)-II costing ₹8,087 crore, MUTP-III costing ₹10,947 crore and MUTP-IIIA costing ₹33,690 crore have been sanctioned.

These projects include following works in Mumbai Suburban Area:

SN	Name of Project	Cost (in Cr.)
1	CSMT-Kurla 5 th & 6 th Line (MUTP-II) (17.5 km)	891
2	Mumbai Central-Borivali 6 th Line (MUTP-II) (30 km)	919
3	Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 km)	826
4	Borivali-Virar 5 th & 6 th Line (MUTP-IIIA) (26 km)	2,184
5	Virar-Dahanu Road 3 rd & 4 th Line (MUTP-III) (64 km)	3,587
6	Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 km)	2,782
7	Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 km)	476
8	Kalyan-Asangaon 4 th Line (MUTP-IIIA) (32 km)	1,759
9	Kalyan-Badlapur 3 rd & 4 th line (MUTP-IIIA) (14 km)	1,510
10	Kalyan-Kasara 3 rd Line (67 km)	793
11	Naigaon-Juichandra double chord Line (6 km)	176
12	Nilaje-Kopar double chord Line (5 km)	338
13	Kalyan Yard remodeling work	866

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.

Capacity Augmentation works for Pune Area:

Presently, about 33 originating Mail/Express trains are handled daily in the Pune area.

To increase train handling capacity at various stations in Pune area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
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1	Pune Junction	6 additional Platforms and Extension of 5 Platforms.
2	Hadapsar	Extension of 3 Platforms to handle full length trains.
3	Khadki	Raising and Extension of PF-3/4 and extension of running lines completed in July'2025.
4	Alandi	New Coaching Terminal with 9 additional Platforms, 8 pit lines and 8 stabling lines
5	Phursungi	5 Stabling Lines at Phursungi

In addition to above, following capacity additional works have been undertaken in Pune Area to increase the train handling capacity:

SN	Name of Project
1	3 rd Line between Hadapsar and Ghorpuri Yard
2	New Block station at Manjari Bhadrukin Pune-Daund Section and Ramtekdi in Pune-Sasvad section
3	Bidirectional Signalling in Pune Sasvad Road Section

Bullet Train project:

The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is the only HSR Project 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 (1,389.5 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:

Gujarat (352 KM):

Item	Progress
Foundation	352 kms.
Piers	352 kms.
Girder Casting	342 kms.
Girder Launching	331 kms.
Track Bed Construction	152 kms.
OHE Masts Erection	121 kms.

Maharashtra (156KM):

Item	Progress
Foundation	84 kms.
Piers	75 kms.
Girder Casting	12 kms.
Girder Launching	5 kms.

Out of total 12 stations, foundation works have been completed at 8 stations (Vapi, Bilimora, Surat, Bharuch, Anand, Vadodara, Ahmedabad, and Sabarmati). In Maharashtra section, foundation work is in progress at 3 stations (Thane, Virar, Boisar) and excavation work at BKC station is near completion and Casting of base slab started.

17 river bridges have been completed. Work is in advance stage for 4 major river bridges (Narmada, Mahi, Tapti and Sabarmati) in Gujarat & in progress in 4 river bridges in Maharashtra. Work on Depots (Thane, Surat and Sabarmati) is in full swing.

Civil works at Bandra Kurla Complex (BKC) are progressing satisfactorily. Excavation works have achieved about 91% progress, and concreting works are at various stages, with 100% completion of the basement slab at Level-4. 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.

To ensure seamless passenger connectivity, the Government has planned multi-modal integration of Bullet Train stations with the existing Mumbai suburban railway network and upcoming metro lines. The integration includes passenger connectivity

with Metro Line-2B and Metro Line-3 through convenient pedestrian access at BKC station.

The Bullet train project is a very complex and technology intensive Project. Exact timelines for the completion of the project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling & Telecommunication and supply of Trainsets.

Dedicated freight corridor:

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 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 a 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 projects 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.

This information was given by the Minister of Railways, Information & Broadcasting and Electronics & Information Technology Shri Ashwini Vaishnaw, in a written reply to a question in Lok Sabha today.

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