

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1723
ANSWERED ON 13.02.2026

REVISED ALIGNMENT OF NASHIK-PUNE RAILWAY PROJECT

1723 SHRI SANJAY RAUT:

Will the Minister of RAILWAYS be pleased to state:

- (a) the comparative details of distance, estimated cost, land acquisition, travel time, and economic impact of the originally proposed Nashik-Pune railway alignment via Sangamner and the revised alignment approved by Indian Railways;
- (b) whether land acquisition or compensation processes had already commenced along the Sangamner alignment, if so, the present status thereof;
- (c) whether any socio-economic impact assessment was carried out before altering the alignment, particularly for farmers, students, workers, and small businesses in the affected talukas; and
- (d) the steps taken so far by Government to address public opposition and ensure transparency in decision-making for the project?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): To improve connectivity between Pune and Nashik, following surveys/works have been taken up:-

SN	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 taken up
5	Ahilyanagar - Pune New Double Line	133	DPR prepared

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.

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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.

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.

Maharashtra:

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)

The details of commissioning/laying of 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)

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:-

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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	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

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 Vajjnath New Line (261 Km)	4,957

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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

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.

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Further, during the last three years i.e. 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 8,615 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

Completion of Railway project/s depends on various factors which include the following:

- 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
- Number of working months in a year for particular project site etc.
