

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 465  
TO BE ANSWERED ON 05.02.2020**

**SURVEY OF RAILWAY PROJECTS IN MAHARASHTRA**

**†465. SHRI SADASHIV KISAN LOKHANDE:  
DR. BHARATI PRAVIN PAWAR:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the number of railway projects in Maharashtra on which survey has been conducted and approved but which have not been started so far;**
- (b) if so, the location-wise details thereof;**
- (c) the status of the said projects at present along with the details thereof, project-wise/location-wise; and**
- (d) the efforts made by the Government to expedite the work on railway projects approved in Maharashtra?**

**ANSWER**

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY**

**(SHRI PIYUSH GOYAL)**

**(a) to (d): A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 465 BY SHRI SADASHIV KISAN LOKHANDE AND DR. BHARATI PRAVIN PAWAR TO BE ANSWERED IN LOK SABHA ON 05.02.2020 REGARDING SURVEY OF RAILWAY PROJECTS IN MAHARASHTRA**

**(a) to (c): During last 3 years and current year (2016-17, 2017-18, 2018-19 and 2019-20) 10 New Line, 1 Gauge Conversion and 4 Doubling projects have been included in budget subject to requisite Government approvals. Details of these projects including location and present status are as under:**

<b>S.No.</b>	<b>Name of project</b>	<b>Length (km)</b>	<b>Year of inclusion in Budget</b>	<b>Present status</b>
<b>NEW LINE</b>				
<b>1</b>	<b>Vaibhavwadi – Kolhapur (now Shri Chhatrapati Shahumaharaj Terminus)</b>	<b>108</b>	<b>2016-17</b>	<b>Project sanctioned in August 2019. Project is at initial stage.</b>
<b>2</b>	<b>Indore-Manmad via Malegaon</b>	<b>368</b>	<b>2016-17</b>	<b>Indore-Manmad new line project has been identified to be executed under “Participative Policy” of Ministry of Railways (MoR) and being piloted by Indian Port Railway Corporation Ltd. (IPRCL), a PSU of Ministry of Shipping. Accordingly, an MOU was signed between the equity holders namely IPRCL, Jawaharlal Nehru Port Trust (JNPT- Port Trust under Ministry of Shipping) and State Government of Maharashtra and Madhya Pradesh.</b>  <b>JNPT being the major stakeholder (55%) as per the proposed equity structure is now required to take the lead for constitution of SPV and contributing the equity, to</b>

<b>S.No.</b>	<b>Name of project</b>	<b>Length (km)</b>	<b>Year of inclusion in Budget</b>	<b>Present status</b>
				<b>enable the execution of the project, after which, the SPV has to submit the concession agreement to MoR for approval.</b>
<b>3</b>	<b>Pune-Nasik</b>	<b>265</b>	<b>2016-17</b>	<b>Project has been identified by Maharashtra Rail Infrastructure Development Corporation Limited (MRIDC) for feasibility study and execution. Detailed Project Report (DPR) has been taken up for examination.</b>
<b>4</b>	<b>Hatkanagale-Ichalkaraji</b>	<b>9</b>	<b>2017-18</b>	<b>Survey for preparation of DPR was delayed due to local resistance. Now Detailed Project Report (DPR) has been prepared in January 2020. DPR taken up for examination.</b>
<b>5</b>	<b>Jeur-Asthi</b>	<b>78</b>	<b>2017-18</b>	<b>Government of Maharashtra has been requested for sharing cost of project. Consent of Government of Maharashtra has not been received so far.</b>
<b>6</b>	<b>Phaltan-Pandharpur</b>	<b>105</b>	<b>2017-18</b>	<b>Government of Maharashtra has been requested for sharing cost of project. Consent of Government of Maharashtra has not been received so far.</b>
<b>7</b>	<b>Solapur-Tuljapur-Osmanabad</b>	<b>84</b>	<b>2018-19</b>	<b>Project has been sanctioned and work started.</b>
<b>8</b>	<b>Dhule (Borvihir) - Nardana</b>	<b>51</b>	<b>2018-19</b>	<b>Project has been sanctioned and work started.</b>
<b>9</b>	<b>Bidar-Nanded</b>	<b>155</b>	<b>2019-20</b>	<b>Preparation of Detailed Project Report (DPR) has been taken up.</b>
<b>10</b>	<b>Kalyan-Murbad via Ulhasnagar</b>	<b>28</b>	<b>2019-20</b>	<b>Preparation of Detailed Project Report (DPR) has been taken up.</b>
	<b><u>GAUGE CONVERSION</u></b>			
<b>1</b>	<b>Pachora-Jamner Gauge Conversion with extension upto Malkapur</b>	<b>84</b>	<b>2019-20</b>	<b>Preparation of Detailed Project Report (DPR) has been taken up.</b>

<b>S.No.</b>	<b>Name of project</b>	<b>Length (km)</b>	<b>Year of inclusion in Budget</b>	<b>Present status</b>
	<b><u>DOUBLING</u></b>			
<b>1</b>	<b>Jalgaon-Bhusawal 4<sup>th</sup> line</b>	<b>24</b>	<b>2016-17</b>	<b>Project has been sanctioned and work started.</b>
<b>2</b>	<b>Daund-Manmad</b>	<b>236</b>	<b>2016-17</b>	<b>Project has been sanctioned and work started.</b>
<b>3</b>	<b>Manmad-Jalgaon 3<sup>rd</sup> line</b>	<b>160</b>	<b>2016-17</b>	<b>Project has been sanctioned and work started.</b>
<b>4</b>	<b>Igatpuri-Manmad – 3<sup>rd</sup> line</b>	<b>124</b>	<b>2018-19</b>	<b>Project has been identified by Maharashtra Rail Infrastructure Development Corporation Limited (MRIDC) for feasibility study and execution. Detailed Project Report (DPR) has been taken up for examination.</b>

**Presently, 38 projects costing ₹ 73,485 crore for ₹ 5,879 km length falling fully/partly in the State of Maharashtra are under different stage of planning/approval/execution, out of which, 797 km length has been commissioned and an expenditure of ₹ 13,172 crore has been incurred upto March, 2019. These include:**

**16 New Line projects covering a length of 2,043 km at a cost of ₹ 38,129 crore, out of which, 63 km length has been commissioned and an expenditure of ₹ 3,479 crore has been incurred upto March 2019. An outlay of ₹ 987 crore has been provided for 2019-20.**

**5 Gauge Conversion projects covering a length of 1,135 km at a cost of ₹ 11,102 crore, out of which, 500 km length has been commissioned and an expenditure of ₹ 4324 crore has been incurred upto March 2019. An outlay of ₹ 806 crore has been provided for 2019-20.**

**17 Doubling projects covering a length of 2,701 km at a cost of ₹ 24,255 crore, out of which, 234 km length has been commissioned and**

**an expenditure of ₹ 5,369 crore has been incurred upto March 2019. An outlay of ₹ 2,858 crore has been provided for 2019-20.**

**(d): Thorough review of throughput enhancement projects has been carried out and with focused approach, the projects have been prioritized into Super Critical, Critical and other throughput enhancement projects. All out sincere and focused efforts are being made by Railway for quick execution of these projects so as to get early returns to Railway.**

**In order to ensure that projects are completed in time without cost overrun, lot of monitoring is done in Railways at various levels (field level, Divisional level, Zonal level and Board level) and regular meetings are held with the officials of State Government and other concerned authorities to resolve the pending issues that are obstructing the progress of projects.**

**Till 2013-14, due to overall limited availability of funds, most of the projects were not progressing satisfactorily. Since 2014-15, based on physical progress of projects, last mile connectivity projects and projects for decongesting the existing routes have been given sufficient funds. For this purpose, funds for capacity enhancement projects have been arranged through institutional financing for assured funding to viable projects. Thus, there is no constraint of funds for execution of doubling / 3<sup>rd</sup> line / 4<sup>th</sup> line projects.**

**Average annual Budget allocation for Infrastructure projects and Safety works for the projects falling fully/partly in the State of Maharashtra, during 2014-19 has been enhanced to ₹ 4,801 crore per year from ₹ 1,171 crore per year (during 2009-10 to 2013-14). Thus, the average**

**Budget allocation during 2014-19 is 410% of average annual Budget allocation of previous five years (2009-14).**

**Total allocation of Budget for Infrastructure projects and Safety works falling fully/ partly in State of Maharashtra, in 2019-20 is ₹ 7,281 crore, which is 622% of average annual Budget allocation of 2009-14.**

**During 2009-14, 292 km (111 km of New Line, 135 km of Gauge Conversion and 46 km of Doubling projects) have been commissioned in the State of Maharashtra at an average rate of 58 km per year.**

**During 2014-19, 596 km (87 km of New Line, 92 km of Gauge Conversion and 417 km of Doubling projects) have been commissioned in the State of Maharashtra at an average rate of 119 km per year, which is 204% of commissioning during 2009-14.**

**To ensure that projects are completed even before time, Railway has adopted the concept of incentives to the contractor in the form of bonus clause in contracts which will further enhance the pace of execution of projects.**

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