

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 766**  
**ANSWERED ON 25.07.2025**

**MAINLINE ELECTRIC MULTIPLE UNIT SERVICE**

766 #SMT. SUNETRA AJIT PAWAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Mainline Electric Multiple Unit (MEMU) trains can accommodate more passengers per coach as compared to Diesel Electric Multiple Unit (DEMU) coaches;
- (b) if so, the current status of the plan to replace DEMU services with MEMU services on the Lonavla-Pune-Daund route;
- (c) by when MEMU services will be commissioned on the Lonavla-Pune-Daund route; and
- (d) the steps being taken to ensure that the entire required infrastructure is fully ready to support the seamless transition and efficient operation of MEMU services?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) To cater to the travelling needs of different segments of passengers, Indian Railways introduces and operates different types of passenger services including MEMU/DEMU. The average passenger capacity per Basic Unit (BU) in MEMU is marginally higher compared to DEMU. However, the overall capacity is contingent upon the train consist and variant of coaches in each basic unit. Further, the number of coaches in MEMU/DEMU trains may be augmented by adding suitable number of BUs based on commercial and traffic requirements.

At present, Pune-Lonavala sector is served by 71 Mail/Express services and 21 Suburban services, while Pune-Daund sector is served by 53 Mail/Express services and 11 passenger

services. Besides, introduction of train services is an on-going process on Indian Railways, subject to traffic justification, operational feasibility, resource availability, etc.

Further, Sanctioning of Railway projects is continuous and dynamic process of Indian Railways. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throw-forward of ongoing projects and overall availability of funds.

To improve connectivity of Lonavala – Pune – Daund route, following surveys have been sanctioned for preparing the Detailed Project Report (DPR):-

1. 3<sup>rd</sup> and 4<sup>th</sup> line between Karzat – Lonavala - Talegaon
2. 3<sup>rd</sup> and 4<sup>th</sup> line between Talegaon – Urli
3. 3<sup>rd</sup> and 4<sup>th</sup> line between Pune – Solapur – Wadi
4. New Line between Pune-Ahmednagar

The sanctioning of the project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc.

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