

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 1559**  
**ANSWERED ON 12.12.2025**

**REDEVELOPMENT AND PASSENGER FACILITY DEMANDS FOR PUNE  
RAILWAY STATIONS**

1559 DR. MEDHA VISHRAM KULKARNI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has approved redevelopment and yard-remodelling of Pune Junction with enhanced amenities;
- (b) if so, the details thereof, and if not, the reasons therefor, including timelines and project cost;
- (c) whether demands have been received for more lifts, increased Vande Bharat capacity and new regional train services; and
- (d) if so, the action taken and if not, the reasons therefor, along with targets set for completing key passenger-amenity works?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): In recent years, at Pune Junction railway station, the works for improvement of platform surface on platform no. 6 and platform 2&3, provision of 02 divyangjan toilets, improvement to parcel office, provision of additional platform shelters have been completed. The works for provision of 04 nos lifts, improvement to station circulating area at main and 2<sup>nd</sup> entry side and extension of platforms have been taken.

Yard remodeling of Pune Junction railway station, which includes extension of existing platforms and provision of additional platform, has been sanctioned.

Pune Junction railway station falling in the State of Maharashtra has been identified for redevelopment under Amrit Bharat Station Scheme. Master planning for redevelopment of Pune Junction railway station under Amrit Bharat Station Scheme has been taken up. This is an iterative process requiring optimization and the time frame for such optimization cannot be indicated at this stage.

The Amrit Bharat Station scheme envisages development of stations on a continuous basis with a long-term approach. The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning, keeping in view the necessity at each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified under Amrit Bharat Station Scheme. Out of these, 132 stations including Pune Junction railway station located in the state of Maharashtra. The name of stations identified for redevelopment under Amrit Bharat Station Scheme in the state of Maharashtra are as following:

State	No. of Stations	Name of Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhajanagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR),

State	No. of Stations	Name of Stations
		Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad , Dhule, Diva, Dudhani, Gangakher , Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar , Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Junction, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat , Kopargaon, KurduwadiJunction, Kurla Junction, Lasalgaon, Latur, Lokmanya Tilak Terminus, LonandJunction, Lonavla, Lower Parel, Malad, Malkapur, ManmadJunction, Manwath Road , Marine Lines, Matunga, Miraj Junction, MudkhedJunction, Mumbai Central, Mumbra, MurtizapurJunction, Nagarsol, Nagpur Junction, Nandgaon, Nandura, Nandurbar, NarkherJunction, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, PachoraJunction, Palghar, Pandharpur, PanvelJunction, ParbhaniJunction, Parel, Parli Vaijnath, Partur , Phaltan, Prabhadevi, PulgaonJunction, Pune Junction, Purna Junction, Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu , Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar.

Development works at railway stations under Amrit Bharat Station Scheme in the state of Maharashtra have been taken up at a good pace. Till now, works of 17 stations (Amgaon, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, LonandJunction, Matunga, MurtizapurJunction, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road, Baramati and Nandura) in the state of Maharashtra have been completed under this scheme. The works at other stations have also been taken up at good pace.

Besides Pune Junction railway station, progress of some of the stations taken up in Amrit Bharat Station Scheme around Pune City is as given below:

At Hadapsar station, the works of new station building, waiting hall, 12 m Foot Over Bridge, underground tank, platform shelter, improvement of platform surfacing, circulating area, station illumination, signages and landscaping have been completed. The finishing works have been taken up.

At Dehu Road station, the work for the construction of DG Room has been completed. The work on the downside platform toilet block, development of both downside and upside circulating area, provision of platform (PF) shelter at PF 1 & 2, downside and upside booking office have been taken up.

At Chinchwad station, the works for provision of one lift and escalator at waiting area have been completed. The work of the waiting area (DN Side), toilet, improvement to circulating area and parking (DN Side), renovation of existing booking office, new toilet blocks on platform, platform shelter, improvement of platform surfacing, provision of additional lifts and escalator have been taken up.

At Akurdi station, the work for construction of the toilet block, underground water tank, and DG room has been completed. The work of water booth, construction of new waiting areas, entry/exit gate, improvement of platform surfacing, compound wall, construction of Foot Over Bridge, and platform shelter have been taken up.

Development/upgradation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development / upgradation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or State-wise. Pune Junction railway station falls under the jurisdiction of Central Railway for which a total allocation of Rs 1292 crores (Budget Estimate) has been made for the financial year 2025-26 under Plan Head-53.

Further, development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fiber cables, gas pipe lines, power/signal cables etc.) infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Proposals/ requests/ suggestions/ representations, both formal and informal inter alia for introduction of trains, including Vande Bharat Express trains, are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. As receipt of such proposals/ requests/ suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

Indian Railways have operationalised 164 Vande Bharat train services having Chair Cars on various sectors of its network. Further, Pune is served by 269 regular train services including the following 12 train services introduced during 2024-25 and 2025-26 (upto November, 2025):-

1. 15589/15590 Muzzafarpur - Hadapsar Express (w.e.f. 06-10-2025)
2. 26101/26102 Pune - Ajni (Nagpur) Vande Bharat Express (w.e.f. 11-08-2025)
3. 20151/20152 Rewa - Hadapsar Express (w.e.f. 03-08-2025)
4. 20495/20496 Jodhpur - Hadapsar Express (w.e.f. 05-05-2025)
5. 20673/20674 Chhatrapati Shahumaharaj Terminus (Kolhapur) - Pune Vande Bharat Express (w.e.f. 19-09-2024)
6. 20669/20070 Hubballi - Pune Vande Bharat Express (w.e.f. 18-09-2024).

Besides, introduction of new train services, including Vande Bharat Express services, is an ongoing process on Indian Railways which depends on various factors which include:-

- Capacity of that section,
- Availability of path,
- Availability of required rolling stock,
- Availability of matching infrastructure for rolling stock,
- Maintenance requirement of railway tracks and other assets

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