GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2344
ANSWERED ON 19.12.2025

SEVERE SHORTAGE OF INTER-CITY TRAINS AND PASSENGER DISTRESS

2344 SHRI SANJAY RAUT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware that Maharashtra faces an acute shortage of inter-city trains on routes like Mumbai–Pune, Mumbai–Nagpur, Mumbai– Goa, Nagpur–Nanded and Pune-Solapur forcing thousands of commuters to wait for months, travel in overcrowded coaches and face daily hardships;

(b) the reasons for the slow expansion of Vande Bharat, Amrit Bharat and MEMU services despite clear demand;

(c) whether additional trains and coaches are being planned on high-traffic routes;

(d) the funds and timeline allocated to bridge this demand-supply mismatch; and

(e) the steps being taken to ensure safety, punctuality and passenger comfort across these routes?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e) As the railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries. However, Indian Railways consistently endeavours to improve connectivity to cater to the needs of passengers.

At present, Mumbai-Pune sector is served by 71 pairs of train services (listed below) including 22225/22226 Chhatrapati Shivaji Maharaj(T) - Solapur vande Bharat Express:

Trains serving Mumbai-Pune Sector:

SN	Train No. & Name
1	11005/11006 Dadar – Puducherry Express
2	11007/11008 Chhatrapati Shivaji Maharaj (T) – Pune Deccan Express
3	11009/11010 Chhatrapati Shivaji Maharaj (T) – Pune Sinhagad Express
4	11013/11014 Lokmanya Tilak (T) – Coimbatore Express
5	11017/11018 Lokmanya Tilak (T) – Karaikal Express

6	11019/11020 Chhatrapati Shivaji Maharaj (T) – Bhubaneswar New Konark Express
7	11021/11022 Dadar – Tirunelveli Express
8	11027/11028 Dadar – Satara Express
9	11029/11030 Chhatrapati Shivaji Maharaj (T) – Kolhapur Koyna Express
10	11035/11036 Dadar – Mysuru Sharavathi Express
11	11041/11042 Dadar – Sainagar Shirdi Express
12	11049/11050 Ahmedabad – Kolhapur Express
13	11087/11088 Veraval – Pune Express
14	11089/11090 Bhagat Ki Kothi – Pune Express
15	11091/11092 Bhuj – Pune Express
16	11139/11040 Chhatrapati Shivaji Maharaj (T) – Hosapete Express
17	11301/11302 Chhatrapati Shivaji Maharaj (T) – KSR Bengaluru Udyan Express
18	12115/12116 Chhatrapati Shivaji Maharaj (T) – Solapur Siddheshwar Express
19	12123/12124 Chhatrapati Shivaji Maharaj (T) – Pune Express
20	12125/12126 Chhatrapati Shivaji Maharaj (T) – Pune Pragati Express
21	12127/12128 Chhatrapati Shivaji Maharaj (T) – Pune Express
22	12163/12164 Lokmanya Tilak (T) – Chennai Central Express
23	12219/12220 Lokmanya Tilak (T) – Secunderabad Duronto Express
24	12263/12264 Pune - Hazrat Nizamuddin Duronto Express
25	12297/12298 Ahmedabad – Pune Duronto Express
26	12493/12494 Miraj - Hazrat Nizamuddin Darshan Express
27	12701/12702 Chhatrapati Shivaji Maharaj (T) – Hyderabad Hussainsagar Express
28	12755/12756 Bhavnagar (T) – Kakinada Port Express
29	12939/12940 Jaipur – Pune Express
30	14805/14806 Barmer – Yesvantpur Express
31	16209/16210 Ajmer – Mysuru Express
32	16331/16332 Chhatrapati Shivaji Maharaj (T) – Thiruvananthapuram Central (Trivandrum) Express
33	16339/16340 Chhatrapati Shivaji Maharaj (T) – Nagarcoil Express
34	16351/16952 Chhatrapati Shivaji Maharaj (T) – Nagarcoil Express
35	16505/16506 Gandhidham – KSR Bengaluru Express
36	16507/16508 Jodhpur – KSR Bengaluru Express
37	16531/16532 Ajmer – KSR Bengaluru Garib Nawaz Express
38	16533/16534 Bhagat Ki Kothi – KSR Bengaluru Express

39	16587/16588 Bikaner – Yesvantpur Express
40	16613/16614 Rajkot – Coimbatore Express
41	17221/17222 Lokmanya Tilak (T) – Kakinada Port Express
42	17317/17318 Dadar – Hubballi Express
43	17411/17412 Chhatrapati Shivaji Maharaj (T) - SCSM Kolhapur Mahalaxmi Express
44	17613/17614 Panvel – H.S. Nanded Express
45	18519/18520 Lokmanya Tilak (T) – Visakhapatnam Express
46	19567/19568 Okha – Tuticorin Vivek Express
47	19667/19668 Udaipur City – Mysuru Humsafar Express
48	20475/20476 Bikaner – Miraj Express
49	20495/20496 Jodhpur – Hadapsar Express
50	20667/20668 Jaipur – Yesvantpur Express
51	20821/20822 Santragachi – Pune Humsafar Express
52	20915/20916 Indore – Lingampalli Humsafar Express
53	20919/20920 Ekta Nagar – Chennai Central Express
54	20953/20954 Ahmedabad – Chennai Express
55	20967/20968 Porbandar – Secunderabad Express
56	22101/22102 Lokmanya Tilak (T) – Madurai Express
57	22105/22106 Chhatrapati Shivaji Maharaj (T) – Pune Indrayani Express
58	22107/22108 Chhatrapati Shivaji Maharaj (T) – Latur Express
59	22143/22144 Chhatrapati Shivaji Maharaj (T) – Bidar Express
60	22149/22150 Ernakulam – Pune Express
61	22157/22158 Chhatrapati Shivaji Maharaj (T) – Chennai Egmore Express
62	22159/22160 Chhatrapati Shivaji Maharaj (T) – Chennai Central Express
63	22179/22180 Lokmanya Tilak (T) – Chennai Central Express
64	22185/22186 Ahmedabad – Pune Ahimsa Express
65	22193/22194 Gwalior – Daund Express
66	22225/22226 Chhatrapati Shivaji Maharaj (T) – Solapur Vande Bharat Express
67	22497/22498 Shri Ganganagar – Tiruchchirappalli Humsafar Express
68	22717/22718 Rajkot – Secunderabad Express
69	22731/22732 Chhatrapati Shivaji Maharaj (T) – Hyderabad Express
70	22919/22920 Ahmedabad – Chennai Central Humsafar Express
71	22943/22944 Indore – Daund Express

Similarly, Mumbai-Nagpur sector by 18 pairs of train services and Mumbai-Madgaon sector by 39 pairs of train services including 22229/22230 Chhatrapati Shivaji Maharaj(T) - Madgaon Vande Bharat Express, Pune-Solapur sector by 39 pairs of train services including 22225/22226 Chhatrapati Shivaji Maharaj(T) - Solapur vande Bharat Express and Nagpur-H. S. Nanded sector by 03 pairs of train services. These are listed below:

Trains serving Mumbai-Nagpur sector:

SN	Train No. & Name
1	12101/12102 Lokmanya Tilak (T) – Shalimar Jnaneswari Express
2	12105/12106 Chhatrapati Shivaji Maharaj (T) – Gondia Vidarbha Express
3	12139/12140 Chhatrapati Shivaji Maharaj (T) – Nagpur Sewagram Express
4	12145/12146 Lokmanya Tilak (T) – Puri Express
5	12151/12152 Lokmanya Tilak (T) – Shalimar Samarsata Express
6	12261/12262 Chhatrapati Shivaji Maharaj (T) – Howrah Duronto Express
7	12289/12290 Chhatrapati Shivaji Maharaj (T) – Nagpur Duronto Express
8	12809/12810 Chhatrapati Shivaji Maharaj (T) – Howrah Express
9	12811/12812 Lokmanya Tilak (T) – Hatia Express
10	12859/12860 Chhatrapati Shivaji Maharaj (T) – Howrah Gitanjali Express
11	12869/12870 Chhatrapati Shivaji Maharaj (T) – Howrah Express
12	12879/12880 Lokmanya Tilak (T) – Bhubaneswar Express
13	18029/18030 Lokmanya Tilak (T) – Shalimar Express
14	20821/20822 Pune – Santragachi Humsafar Express
15	22357/22358 Lokmanya Tilak (T) – Gaya Express
16	22511/22512 Lokmanya Tilak (T) – Kamakhya Karmabhoomi Express
17	22847/22848 Lokmanya Tilak (T) – Visakhapatnam Express
18	22865/22866 Lokmanya Tilak (T) – Puri Express

Trains serving Mumbai-Madgaon sector:

SN	Train No & Name
1	10103/10104 Chhatrapati Shivaji Maharaj (T) – Madgaon Mandovi Express
2	10115/10116 Bandra (T) – Madgaon Express
3	11099/11100 Lokmanya Tilak (T) – Madgaon Express
4	12051/12052 Chhatrapati Shivaji Maharaj (T) – Madgaon Janshatabdi Express
5	12133/12134 Chhatrapati Shivaji Maharaj (T) – Mangaluru Express
6	12201/12202 Lokmanya Tilak (T) – Thiruvananthapuram North Garib Rath Express

7	12217/12218 Chandigarh - Thiruvananthapuram North Kerala Sampark Kranti Express
8	12223/12224 Lokmanya Tilak (T) – Ernakulam Duronto Express
9	12283/12284 Hazrat Nizamuddin – Ernakulam Duronto Express
10	12431/12432 Hazrat Nizamuddin – Thiruvananthapuram Central Rajdhani Express
11	12449/12450 Chandigarh - Madgaon Goa Sampark Kranti Express
12	12483/12484 Amritsar – Thiruvananthapuram North Express
13	12617/12618 Hazrat Nizamuddin – Ernakulam Mangala Lakshadweep Express
14	12619/12620 Lokmanya Tilak (T) – Mangalore Central Matsyagandha Express
15	12741/12742 Patna – Vasco-da-Gama Express
16	12977/12978 Ajmer - Ernakulam Junction Maru Sagar Express
17	16311/16312 Shri Ganganagar – Thiruvananthapuram North Express
18	16333/16334 Veraval – Thiruvananthapuram Central Express
19	16335/16336 Gandhidham – Nagercoil Express
20	16337/16338 Okha – Ernakulam Express
21	16345/16346 Lokmanya Tilak (T) - Thiruvananthapuram Central Netravati Express
22	19259/19260 Bhavnagar - Thiruvananthapuram North Express
23	19577/19578 Jamnagar – Tirunelveli Express
24	20111/20112 Chhatrapati Shivaji Maharaj (T) - Madgaon Konkan Kanya Express
25	20909/20910 Porbandar – Thiruvananthapuram North Express
26	20923/20924 Gandhidham – Tirunelveli Humsafar Express
27	20931/20932 Indore – Thiruvananthapuram North Express
28	22113/22114 Lokmanya Tilak (T) - Thiruvananthapuram North Express
29	22119/22120 Chhatrapati Shivaji Maharaj (T) - Madgaon Tejas Express
30	22149/22150 Pune–Ernakulam Express
31	22229/22230 Chhatrapati Shivaji Maharaj (T) - Madgaon Vande Bharat Express
32	22413/22414 Hazrat Nizamuddin – Madgaon Rajdhani Express
33	22475/22476 Hisar – Coimbatore Express
34	22629/22630 Dadar – Tirunelveli Express
35	22633/22634 Hazrat Nizamuddin – Thiruvananthapuram Central Express
36	22653/22654 Hazrat Nizamuddin – Thiruvananthapuram Central Express
37	22655/22656 Hazrat Nizamuddin – Ernakulam Express
38	22659/22660 Yog Nagari Rishikesh – Thiruvananthapuram North Express
39	22907/22908 Hapa – Madgaon Express

Trains serving Pune-Solapur sector:

SN	Train No & Name
1	11013/11014 Lokmanya Tilak (T) - Coimbatore Express
2	11017/11018 Lokmanya Tilak (T) - Karaikal Express
3	11019/11020 Chhatrapati Shivaji Maharaj (T) - Bhubaneswar Konark Express
4	11139/11140 Chhatrapati Shivaji Maharaj (T) - Hospet Express
5	11301/11302 Chhatrapati Shivaji Maharaj (T) - KSR Bengaluru City Udyan Express
6	11417/11418 Pune - Solapur Express
7	11421/11422 Hadapsar - Solapur Express
8	12025/12026 Pune - Hyderabad Shatabdi Express
9	12115/12116 Chhatrapati Shivaji Maharaj (T) - Solapur Siddheswar Express
10	12157/12158 Pune - Solapur Hutatma Express
11	12163/12164 Lokmanya Tilak (T) - MGR Chennai Central Express
12	12169/12170 Pune - Solapur Express
13	12219/12220 Lokmanya Tilak (T) - Secunderabad Duronto Express
14	12701/12702 Chhatrapati Shivaji Maharaj (T) - Hyderabad Express
15	12755/12756 Kakinada Port - Bhavnagar (T) Express
16	14805/14806 Yesvantpur -Barmer Express
17	16331/16332 Chhatrapati Shivaji Maharaj (T) - Thiruvananthapuram Central Express
18	16339/16340 Chhatrapati Shivaji Maharaj (T) - Nagercoil Express
19	16351/16352 Chhatrapati Shivaji Maharaj (T) - Nagercoil Express
20	16381/16382 Pune - Kanyakumari Express
21	16587/16588 Yesvantpur - Bikaner Express
22	16613/16614 Rajkot - Coimbatore Express
23	17221/17222 Kakinada Port - Lokmanya Tilak (T)Express
24	18519/18520 Visakhapatnam - Lokmanya Tilak (T)Express
25	19567/19568 Tuticorin - Okha Vivek Express
26	20667/20668 Yesvantpur - Jaipur Express
27	20915/20916 Lingampalli - Indore Humsafar Express
28	20919/20920 M.G.R Chennai Central - Eknathnagar Express
29	20953/20954 M.G.R Chennai Central - Ahmedabad Express
30	20967/20968 Secunderabad - Porbandar Express
31	22101/22102 Lokmanya Tilak (T) - Madurai Express
32	22157/22158 Chhatrapati Shivaji Maharaj (T) - Chennai Egmore Express

33	22159/22160 Chhatrapati Shivaji Maharaj (T) - MGR Chennai Central Express
34	22179/22180 Lokmanya Tilak (T) - MGR Chennai Central Express
35	22225/22226 Chhatrapati Shivaji Maharaj (T) - Solapur Vande Bharat Express
36	22717/22718 Rajkot - Secunderabad Express
37	22731/22732 Hyderabad - Chhatrapati Shivaji Maharaj (T) Express
38	22881/22882 Pune - Bhubaneswar Express
39	22919/22920 MGR Chennai Central - Ahmedabad Humsafar Express

Trains serving Nagpur-H. S. Nanded sector:

SN	Train No. & Name
1	17609/17610 Patna - Purna Express
2	11045/11046 Kolhapur SCSM (T) - Dhanbad Deekshabhoomi Express
3	12767/12768 Hazur Sahib Nanded - Santragachi Express

Indian Railways is focussed on providing affordable, good quality services to all sections of society. Railways has developed the following trains:

1. Vande Bharat service:

Indian Railways have introduced Vande Bharat services which are semi-high speed trains and are aimed to provide better travel experience and improved safety to the passengers. These services are equipped with enhanced safety features and modern passenger amenities like-

I. KAVACH system
II. Faster acceleration
III. Fully Sealed Gangway
IV. Automatic Plug Doors
V. Better Ride Comfort
VI. Mini Pantry with provision of Hot Case
VII. Bottle Cooler
VIII. Deep freezer & Hot water Boiler
IX. Reclining Ergonomic Seats
X. Comfortable Seating with revolving seats in executive class
XI. Mobile charging sockets for every seat
XII. Special lavatory for Divyangjan passengers in Driving Trailer Car(DTC),
XIII. CCTVs, etc.

Presently, 164 Vande Bharat train services are operational on the various sectors of the Broad Gauge (B.G.) electrified network of Indian Railways(IR), of which the following (on

originating/terminating basis) cater to the needs of various stations located in the State of Maharashtra :

SN	Train No. & Name
1	26101/26102 Pune-Ajni Vande Bharat Express
2	20101/20102 Nagpur-Secunderabad Vande Bharat Express
3	20669/20670 Hubballi-Pune Vande Bharat Express
4	20673/20674 SCSM(T) Kolhapur-Pune Vande Bharat Express
5	22961/22962 Mumbai Central-Ahmedabad Vande Bharat Express
6	20705/20706 H. S. Nanded-Chhatrapati Shivaji Maharaj(T) Vande Bharat Express
7	22229/22230 Chhatrapati Shivaji Maharaj(T)-Madgaon Vande Bharat Express
8	20911/20912 Indore-Nagpur Vande Bharat Express
9	22223/22224 Chhatrapati Shivaji Maharaj(T)-Sainagar Shirdi Vande Bharat Express
10	22225/22226 Chhatrapati Shivaji Maharaj(T)-Solapur Vande Bharat Express
11	20825/20826 Bilaspur-Nagpur Vande Bharat Express
12	20901/20902 Mumbai Central-Gandhinagar Capital Vande Bharat Express

2. Amrit Bharat service:

To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services that are fully non-AC modern trains.The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry car and 02 Luggage cum Divyangjan coaches.

High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:

i. Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
ii. Jerk Free Semi-Automatic Couplers.
iii. Improved Crashworthiness in coaches by provision of crash tube.
iv. Provision of CCTV system in all coaches and Luggage room.
v. Improved designs of toilets.
vi. Improved design of Ladder for ease of climbing on to the berth.
vii. Improved LED Light fitting & Charging Sockets.
viii. Provision of EP assisted braking system.
ix. Aerosol based fire suppression system in toilets and electrical cubicles.
x. USB Type-A and Type-C mobile charging sockets.

xi. Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.

xii. Non-AC pantry with enhanced heating capacity.

xiii. Fully sealed gangways with quick release mechanism for easy attachment and detachment.

Presently, 30 Amrit Bharat train services are operational on the Indian Railways network, including 11015/11016 Lokmanya Tilak(T) - Saharsa Amrit Bharat Express catering to the needs of various stations located in the State of Maharashtra.

Besides, introduction of new train services on any route/section 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

Production of Vande Bharat and Amrit Bharat

The pace of production and induction of Vande Bharat and Amrit Bharat Express services have been very good. Till November 2025 Indian Railways production units have manufactured 94 Vande Bharat Chair Car Rakes. Further to cater to long and medium distance overnight travel, the Sleeper variant of Vande Bharat train has been indigenously designed. Two such rakes have been manufactured and are under trial/commissioning. Indian Railways has also manufactured 26 rakes of Amrit Bharat train till November 2025.

During 2025-26, allocation of ₹2,52,200 Cr (Budgetary Support) has been made, which includes expenditure on production of Rolling stock.

Additional accommodation and Coaches:

With a view to meet the demand of passengers travelling in unreserved coaches, Railways have significantly increased the facilities for passengers demanding general class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains.To cater to the travel demand of the low and middle income families, Indian Railways have taken up 17,000 non-AC coaches (general/sleeper). On IR, the percentage of non-AC coaches, is about 70% as indicated below:

Table 1: Distribution of coaches:

Non-AC coaches (general and sleeper)	~57,200	~70%
AC coaches	~25,000	~30%
Total coaches	**~82,200**	**100%**

Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:

Table 2: Passengers in general/unreserved coaches:

Year	**No. of Passengers**
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr

The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Table 3: Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%

To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

Besides, in its constant endeavour to provide additional accommodation to travelling passengers, Indian Railways (IR), operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services. In addition to the above, the load of trains are also augmented, both on a permanent and temporary basis, to generate additional accommodation for different segments of passengers.

Accordingly, on the Indian Railways(IR) network, during Year 2025-26 (till November, 2025), about 60,000 special trains have been operated and more than 700 coaches have been utilized for augmentation of train services on a permanent basis.

08 train services catering to the Mumbai-Pune sector have been augmented by utilising 12 Coaches. Similarly, 02 services serving the Pune-Solapur sector has been augmented utisiling 03 Coaches.

Capacity Augmentation works for Mumbai Sub-urban area:

Presently, about 120 originating Mail/Express trains and about 3200 sub urban trains are handled daily in Mumbai area. To increase capacity and improve safety, several steps have been taken by Indian Railways as under:

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	Lokmanya Tilak (T)	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.

To improve the capacity of 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 5th& 6thLine (MUTP-II) (17.5 km)	891

2	Mumbai Central-Borivali 6thLine (MUTP-II) (30 km)	919
3	Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 km)	826
4	Borivali-Virar 5th& 6thLine (MUTP-IIIA) (26 km)	2,184
5	Virar-Dahanu Road 3rd& 4thLine (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 4thLine (MUTP-IIIA) (32 km)	1,759
9	Kalyan-Badlapur 3rd& 4th line (MUTP-IIIA) (14 km)	1,510
10	Kalyan-Kasara 3rdLine (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

To enhance passenger carrying capacity, 238 rakes of 12 cars eachwith 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.

Punctuality:

Indian Railways makes all possible efforts to run trains on time. Several factors affect punctual running of trains which include foggy weather, path constraints, asset maintenance, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

Based on assessments of factors affecting the punctual running of trains, remedial measures, both short term and long term, are taken which includes capacity augmentation of rail network, upgradation of track and signalling system, removing operational bottlenecks, yard remodelilng etc.

Overall punctuality of Mail/Express trains on Indian Railways during 2024-25 was 77.12% and that during 2025-26 (April-November) was 79.25%.

Kavach - Automatic Train Protection (ATP) system

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.

3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver. 3.2.
4. Kavach was adopted as National ATP system in July 2020.
5. Implementation of Kavach System involves following Key Activities:
    i. Installation of Station Kavach at each and every station, block section.
    ii. Installation of RFID Tags throughout the track length.
    iii. Installation of telecom Towers throughout the section.
    iv. Laying of Optical Fibre Cable along the track.
    v. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.
6. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.
7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.
8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.
9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 738 Route km on Palwal – Mathura- Nagda section (633 Rkm) on Delhi – Mumbai route and Howrah–Bardhaman section (105 Rkm) Delhi – Howrah route. Kavach implementation has been taken up in balance sections of Delhi – Mumbai & Delhi – Howrah corridors.
10. Progress of key items of Kavach on High density routes including Delhi– Mumbai & Delhi– Howrah corridors are as under:

SN	Item	Progress
i	Laying of Optical Fibre Cable	7129 Km
ii	Installation of Telecom Towers	860 nos
iii	Station Data Centre	767 Stns
iv	Installation of Track side equipment	5672 RKm
v	Provision of Kavach on Locos	4,154

11. Further, track side Kavach implementation work has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.

12. Bids have been invited for equipping another 9,069 locomotives with Kavach version 4.0. Kavach is being provided progressively in a phased manner in locomotives.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 40,000 technicians, operators and engineers have been trained on Kavach technology. This includes 33,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Oct'25 is Rs. 2,354.36 Crores. The allocation of funds during the year 2025-26 is Rs. 1673.19 Crores. Requisite funds are made available as per the progress of works.

Safety measures

As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26 (Till date)	11 (90% lesser)

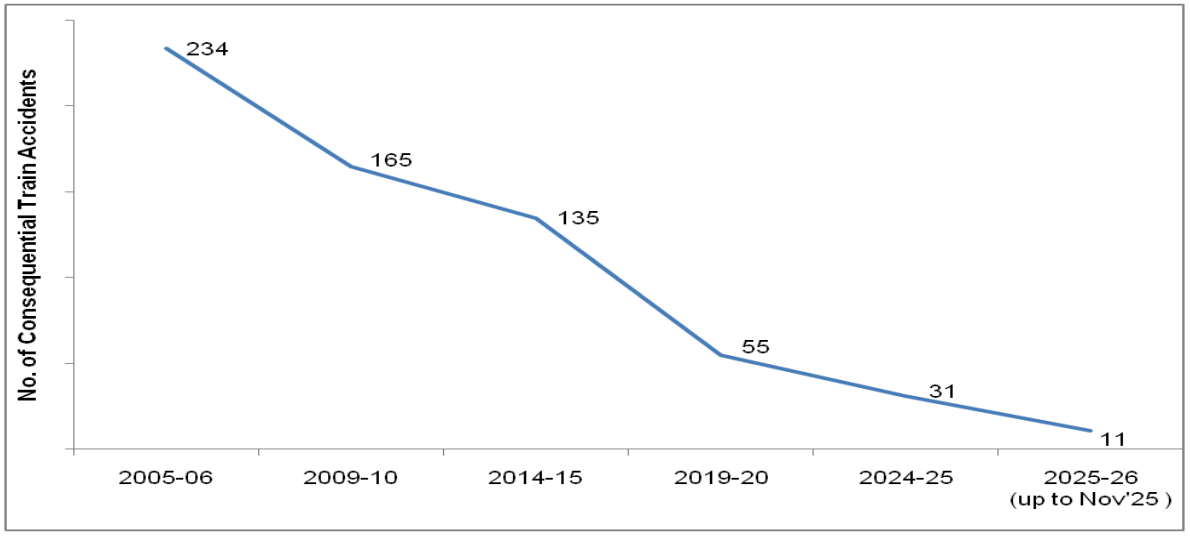
Another important index showing improvement in safety in train operations is Consequential Accidents Index, the details of which are as under:-

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)

This index measures number of consequential accidents as a ratio of total running Kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



Safety is accorded the highest priority on Indian Railways. The various safety measures taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	**2022-23 (Act.)**	**2023-24 (Act.)**	**2024-25**	**2025-26**
39,463	**87,327**	**1,01,651**	**1,14,022**	**1,16,470**

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,656 stations up to 31.10.2025 to reduce accidents due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 for enhancing safety at LC Gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,661 stations up to 31.10.2025.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 RKm of South Central Railway and 80 RKm of North Central Railway. Kavach specification Version 4.0 was approved by RDSO on 16.07.2024.

   After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on Palwal-Mathura-Kota-Nagda section (633 Rkm) on Delhi- Mumbai route and on Howrah-Bardhaman section (105 RKm) on Delhi-Howrah route. Kavach implementation has been taken up in balance sections of Delhi-Mumbai and Delhi-Howrah route.

   Further, Kavach implementation has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.
6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.

9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.

26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.

28. Regular counselling and training of staff is undertaken.

29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

SN	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction

4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs) / Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24:Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

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