

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 1716**  
**ANSWERED ON 13.02.2026**

**MAKING RAILWAYS ACCESSIBLE FOR PERSONS WITH DISABILITIES**

1716 SMT. RAJATHI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of implementation of guidelines on accessibility of railway stations and facilities at stations for differently abled persons (Divyangjans) and passengers with reduced mobility, especially in ensuring information system accessibility, station accessibility, platform accessibility and train coach accessibility;
- (b) the number of stations, category-wise, that are currently 100 per cent disability and elderly-friendly as of January 2026;
- (c) the action taken on the report of Standing Committee on Railways advising reinstating of concessions for the elderly; and
- (d) the specific measures taken to ensure the availability of battery-operated carts (E- rickshaws) for the elderly at all major junction stations?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)

(a) to (d) Indian Railways is committed to make its railway stations accessible for Persons with Disabilities (Divyangjans) and passengers with reduced mobility as part of “सुगम्य भारत अभियान” or “Accessible India Campaign” of Government of India.

In compliance of the Rights of Persons with Disabilities Act, 2016, “Guidelines on accessibility of Indian Railway stations and facilities at stations for differently abled persons (Divyangjans) and passengers with reduced mobility” have been circulated and notified in the Gazette of India. These guidelines cover various aspects of accessibility for Divyangjans, like Information System Accessibility, Station, Accessibility, Platform Accessibility and Train Coach Accessibility. The guidelines include provision of facilities for Divyangjans and passengers with reduced mobility such as entrance ramps, accessible parking, low height ticket counter/help booths, toilets, drinking water booth, sub-ways/foot over bridges with ramps/lifts, standard signages including Braille signages and tactile pathways for visual impairment, etc. and are envisaged to be provided in a phased manner.

These accessibility guidelines for Indian Railways are based on the-state-of-the-art approach and philosophy of Universal Design and with a rationale of “Reasonable Accommodation” as guided by the RPwD Act, 2016.

Further, development / redevelopment / upgradation / modernisation 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. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Indian Railways facilitate a separate compartment earmarked for Persons with Disabilities (Divyangjan) in last vehicle LSLRD/SLRD (Second class cum Luggage cum Guard Van & Disabled Friendly Compartment) marshaled in almost all Mail/Express trains operating with both Linke Hofman Busch (LHB) & Integral Coach Factory (ICF) coaches. These coaches have wider entrance doors, wider berths, wider compartments, larger lavatory with wider doors, wheel chair parking area, etc. Inside the toilets, additional grab rails on the side walls for support and wash basin and mirror at a suitable height are also available. Indian Railways also endeavors to have at least one such coach in each Mail/Express train.

Additionally, for facilitating the visually impaired travelers, integrated Braille signage, i.e., signage superimposed with Braille scripts have also been provided in all the newly manufactured coaches. Further, retro-fitment of the same in existing coaches is also continuing in a phased manner.

Vande Bharat trainsets have been designed keeping in view the needs of Divyangjans. The first and last coaches (DTCs) of Vande Bharat trainsets have special provisions for wheel chair with wider entrance, parking arrangement and space for easy maneuvering. The toilets in these coaches are also Divyangjan friendly with additional grab handles, wider space etc.

Modular ramp has been provisioned in first and last coach of Vande Bharat Chair car trains and Luggage cum Divyangjan coaches of Amrit Bharat for easier boarding and de-boarding of person with reduced mobility inside the coach.

Wheelchairs are provided by Railways and are given to attendants of the Divyangjan, Senior Citizens etc. free of cost to escort them from and to the trains. However, whenever attendants are not available, licensed porters (सहायक) can be hired on pre-fixed nominal rate to escort the Divyangjan etc. At present, wheelchairs are available at 5,868 stations over Indian Railways.

Battery Operated Vehicles (BOVs) are provided at major railway stations to passengers on 'first come first serve' basis with due preference to Divyangjans, senior citizens, sick passengers and pregnant women. This facility is provided 'free of cost' through Corporate Social Responsibility/Sponsorship and on chargeable basis through service provider.

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning 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.keeping in view the necessity at each station.

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 for development under this scheme. Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Till now, works of 172 stations have been completed. Names of these stations are as following:

Alnavar, Amb Andaura, Ambikapur, Amgaon, Anandpur Sahib, Anara, Ayodhya Dham, Badami, Bagalkot, Bajinath Paprola, Balrampur, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhanupratappur, Bhilai, Bhind, Bijnor, Bimalgarh, Bommidi, Bundi, Chanda Fort, Chalakudi, Changanassery, Chennai Park, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Cuttack, Dakor, Derol, Deshnoke, Devlali, Dharwad, Dhule, Dongargarh, Fatehabad, Fatehpur, Fatehpur Shekhawati, Gadag, Gangapur City, Godda, Godhra Jn., Gogameri, Gokak Road, Gola Gokarnath, Gomti Nagar, Govardhan, Govind Garh, Govindpuri, Govindpur Road, Hafizpeta, Haibargaon, Haldia, Hapa, Harpalpur, Hathras City, Hodal, Idgah Agra Jn., Izzatnagar, Jaisalmer, Jam Jodhpur, Jam Wanthali, Joychandi Pahar, Junnor Deo, Kakinada Town, Kalyani Ghoshpara, Kamakhyaguri, Kanalus Jn., Karaikkudi Jn., Karamsad, Karimnagar, Katni South, Kedgaon, Khairthal, Khambhaliya, Khalilabad, Koppal, Kosamba Jn., Kulitturai, Kuttipuram, Lasalgaon, Limbdi, Lohardaga, Lonand Jn., Mahe, Mahuva, Mailani, Mandal Garh, MandawarMahwa Road, Madhupur, Manaparai, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, M.C.S. Chhatarpur, Mithapur, Morappur, Morbi, Muktsar, Munirabad, Muri Jn., Murtizapur Jn., Nainpur Jn., Nandura, Narmadapuram, Netaji Subhash Chandra Bose Itwari Junction, Okha, Orchha, Palitana, Panagarh, Panki Dham, Parel, Parlakhemundi, Pirpainti, Piska, Pokhrayan, Pollachi Jn., Polur, Porbandar, Rajgarh, Rajmahal, Rajula Jn., Ramghat Halt, Rayanpadu, Saharanpur Jn., Sahibzada Ajit Singh Mohali, Sahebgunj, Samakhiyali, Samalpatti, Sanchi, Sankarpur, Savda, Seoni, Shahad, Shajapur, Sholavandan, Shoranur Jn., Shridham, Siddharth Nagar, Sihor Jn., Siuri, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St.Thomas Mount, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Thawe, Thiruvarur Jn., Tiruvannamalai, Tuni, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vidisha, Vriddhachalam Jn., Wadakancheri, Warangal.

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Tirupati station:** The structural works of new second entry station building at South side and air concourse have been completed. The structural works of new main entry station building at

North side, finishing works of station building at South side, air concourse, platform shelters, lift and escalators have been taken up.

- **Nellore station:** The structural works of station buildings on both sides and air concourse have been completed. The works of subway extension, sewage treatment plants, overhead water tank, finishing works of station buildings and air concourse have been taken up.
- **Puri Station:** The structural work of new station building has been completed. The works of development of circulating area and finishing works of new station building have been taken up.
- **Kota station:** The structural works of front departure hall, front arrival hall and rear side station building have been completed. The works of finishing of new station building, construction of air concourse, through roof work, platform refurbishment and circulating area development have been taken up.
- **Bhubaneshwar station:** The structural work of station building at West side and East side, air concourse, construction of sewage treatment plant and underground sump tank have been completed. The works of elevated driveway, extension of Foot Over Bridge, platform refurbishment, lifts, escalators and finishing works have been taken up.

Development / 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 brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre 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 tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Further, development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station wise or state-wise. The fund allocation of ₹ 12,120 crore has been made for the financial year 2025-26 under Plan Head-53 and expenditure (up to December, 2025) of ₹ 9,660 crore has been incurred so far.

Indian Railways strives to provide affordable services to all strata of the society and gave subsidy of ₹ 60,466 crore on passenger tickets in 2023-24. This amounts to concession of 45% on an average, to every person, travelling on Railways. In other words, if the cost of providing service is ₹ 100, then the price of ticket is ₹ 55 only. This subsidy is continuing for all passengers. Further, concessions beyond this subsidy amount are continuing for many categories like 4 categories of persons with disabilities (Divyangjans), 11 categories of patients and 8 categories of students.

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