

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1565
ANSWERED ON 31.07.2026

RECURRING MONSOON DISRUPTIONS IN MUMBAI RAILWAY NETWORK

1565 SHRI SANJAY RAUT:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government is aware that heavy rainfall and waterlogging in Mumbai repeatedly disrupt suburban and long-distance railway services, causing cancellation, delays and severe inconvenience to lakhs of commuters;
- (b) the number of trains cancelled, diverted and delayed during the recent monsoon, along with the financial loss incurred;
- (c) whether recurring flooding exposes serious deficiencies in railway drainage, track resilience and disaster preparedness despite substantial investments indicating the details of funds sanctioned and utilised during the last five years on various projects; and
- (d) the corrective measures, timeline and funds earmarked to modernise vulnerable railway infrastructure and ensure uninterrupted services during future monsoons?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) Unprecedented rain in the Mumbai Metropolitan Region affected train operations on the Western and Central Railway systems. During the period from 4th July to 27th July, 2026, about 93% of Scheduled Mail/Express and Passenger train services were operated despite heavy rains.

There is an established system of inspection of Railway tracks and structures on Indian Railways. The inspection of the Railway track & structures are undertaken by designated officials at prescribed intervals and maintenance is carried out as per the prescribed schedule. In addition to routine maintenance, special precautionary measures are undertaken by Western & Central Railway during the monsoon season to prevent water logging and ensure safe train operations. These measures include:

- More than 1300 culverts have been cleaned before this monsoon. To augment water discharge capacity, micro-tunnelling works have been executed at critical locations to increase waterway.
- Total about 24 nos. of addition pipe culvert through micro tunnels has been provided on suburban section of Western & Central Railway.

- About 225 km of track lifting has been carried out in Mumbai Division of western and central railway including the critically identified location in Matunga and Vasai Road stations.
- Introduction of monsoon patrolling on identified sections, deployment of watchmen at vulnerable locations, special track patrolling during periods of heavy rainfall and installation of high capacity pumps to drain out water. Presently at more than 300 locations dewatering pumps (diesel & electric) ranging from 12.5 HP to 100 HP has been installed across suburban section of western & Central Railway for dewatering purpose.
- Close coordination with Regional Meteorological Centres for weather forecasts and with District Authorities. Regular dissemination of warnings to Divisional HQ control of Railway is being done by IMD. Alert and warning are being generated on National Database for Emergency Management (NDEM) portal. There is an institutional mechanism in place to conduct joint inspection by Railway officials and Urban Local Body (ULB) representatives before and after the de-silting of drains and culverts.
- Continuous monitoring of track & structures using technology. Water level sensors are installed at critical bridges and low-lying tracks (e.g., Mithi, Kaloo, Balganga, Amba, Purna, Tapti, Mukna, Godawari, Bhima, Kistna, Pothra, Konda nala, Shirna, Wardha, Panchganga, Seena, Kogni rivers). Digital rain gauges are installed at Grant Road, Dadar, Bandra Teminus, Andheri, Borivali and Virar. These provide real-time alerts to the central control room when water breaches safety marks. High-definition CCTV cameras are strategically positioned at chronic water logging spots and major culverts. The live feed is directly monitored 24x7 by Engineering Control Office.

To address water logging issue in RUB, several remedial measures has been taken on Indian Railways, as under:

- Adequate drainage arrangement has been made as integral part of planning of new RUB/underpasses.
- In existing RUBs/underpasses remedial measures like water flow diversion to nearby bridge and nallahs/drains, provision of cover shed on approach roads, provision of hump at entry to RUB, provision of cross drains, sealing of joints etc. have been made as per feasibility, suitability and site requirements.
- In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of heavy rain fall and provision has been made to stop road traffic in exceptional/unusual rainfall situation for safety of road users.

Repair/strengthening/rehabilitation/rebuilding of structures is a continuous process and is undertaken whenever so warranted by their physical condition as ascertained during these inspections. During 2014-2026 (upto June' 2026), 18835 nos of railway bridges were repaired/rehabilitated/strengthened/rebuild in Indian Railway.

Railway projects are sanctioned/executed Zonal Railway wise and not city-wise as Railway projects may span across State boundaries. Mumbai city is covered under Central Railway & Western Railway. During last five year and current year i.e 2021-22, 2022-23, 2023-24, 2024-25, 2025-26 and 2026-27(up to June'26) about Rs. 11795 crores have been allocated on repair/rehabilitation/strengthening/ rebuilding in Indian Railway which includes of about Rs. 2375 crores for railway bridges in Central Railway & Western Railway.
