

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1652  
TO BE ANSWERED ON 10.12.2025**

**VANDE BHARAT SLEEPER TRAINS**

**1652. SHRI RAJESH NARANBHAI CHUDASAMA:**

**DR. RAJKUMAR SANGWAN:**

**SHRI UTKARSH VERMA MADHUR:**

**SHRI NALIN SOREN:**

**SHRI JUGAL KISHORE:**

**SHRI DARSHAN SINGH CHOUDHARY:**

**SHRI PRAVEEN PATEL:**

**Will the Minister of RAILWAYS be pleased to state:**

**(a) whether the Government is planning to introduce Vande Bharat sleeper trains in the country and if so, the details of the proposed routes and the timeline for the introduction of these trains;**

**(b) the features and advantages of Vande Bharat sleeper trains in comparison to traditional sleeper trains;**

**(c) whether the Government has conducted any feasibility studies or pilot projects for Vande Bharat sleeper trains and if so, the details thereof;**

**(d) the timeline for the rollout of Vande Bharat sleeper trains for long distance route in the country, State-wise particularly in Gujarat;**

**(e) the name of Vande Bharat trains currently passing through Baghpat station in Uttar Pradesh and those proposed to be operated in the future and if not, the reasons therefor;**

**(f) the current progress on the Mumbai-Ahmedabad High-Speed Rail corridor's revised completion timeline;**

**(g) whether any definite time-table has been announced for the commissioning of the Delhi-Varanasi High Speed Rail project;**

**(h) the manner in which indigenous signalling and power systems are being integrated into the manufacturing process of Vande Bharat trains;**

**(i) the strategy for funding and land acquisition for the three newly approved high speed rail corridors;**

**(j) whether the Government proposes to run a bullet train in Uttar Pradesh in the near future and passing through Lakhimpur Kheri and if so, the time by when the said train is likely to be run;**

**(k) the current progress regarding completion and timeline of development of railway stations under the Amrit Bharat scheme in the Hoshangabad–Narsinghpur Lok Sabha constituency; and**

**(l) whether the Government proposes to resume soon the operation of the trains suspended during the COVID-19 pandemic in the Country particularly trains passing through Dumka in Jharkhand and Jammu in Jammu and Kashmir; and if so, the details and timeline thereof?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (l) At present, 164 Vande Bharat train services having Chair Cars are operational on the Indian Railways network. Bagpat road is served presently by 28 passenger train services. Besides, introduction of new train services, including Vande Bharat Express services and its variants, 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**

**With a view to contain the spread of Covid-19 pandemic, Indian Railways (IR) had discontinued the operation of all regular passenger carrying trains with effect from 23rd March 2020 and only special train services were being operated. Indian Railways also undertook rationalization of time-table including rationalisation of train services to provide for better passenger safety by creating maintenance corridor blocks and to improve punctuality. Since November-2021, Express train services are being operated as per rationalized timetable and regular numbers.**

**Accordingly, Dumka is served by 26 train services while Jammu Tawi is served by 110 train services.**

**The daily average number of train services on the Indian Railways network is 11,740 (November 2025) as against 11,283 services operating prior to Covid-19. The daily average number of Mail/Express services on the Indian Railways network is 2,238 (November 2025) as against 1,768 services operating prior to Covid-19.**

### **Vande Bharat Sleeper Trains**

**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.**

**Broad Technological advancements and safety features provided in Vande Bharat Sleeper Trains are as below.**

- **Fitted with KAVACH**
- **Higher acceleration with design/operating speed of 180/160 KMPH**
- **Crashworthy and Jerk-Free Semi permanent couplers and Anti Climbers**
- **Crashworthy Design of Carbody complying with EN standards.**
- **EN-45545 HL3 fire safety standards.**
- **Fire barrier doors at the end of each coach**
- **Improved fire safety Aerosol based fire detection and suppression system in electrical cabinets and lavatories.**
- **Regenerative braking system for energy efficiency.**
- **Air conditioning units provided with indigenously developed UV-C lamp based disinfection system.**
- **Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways**
- **CCTVs in all coaches.**
- **Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.**
- **For Divyangjan passengers special lavatory in the driving coaches on each end.**

- **Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.**
- **Ergonomically designed ladder for ease of climbing on to upper berths**

### **Mumbai-Ahmedabad High Speed Rail (MAHSR) Project**

**The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution with technical and financial assistance from Government of Japan. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.**

**Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances relating to wildlife, Coastal Regulation Zone (CRZ) and Forest clearance have been obtained. All the civil contracts of the project have been awarded.**

**The progress of various major items so far is as under:**

<b>Item</b>	<b>Progress</b>		
	<b>Gujarat</b>	<b>Maharashtra</b>	<b>Total</b>
<b>Foundation</b>	<b>352 km</b>	<b>62 km</b>	<b>414 Km</b>
<b>Piers</b>	<b>351 km</b>	<b>55 km</b>	<b>406 Km</b>
<b>Girder Casting</b>	<b>339 km</b>	<b>5 km</b>	<b>344 km</b>
<b>Girder Launching</b>	<b>328 km</b>	<b>1 km</b>	<b>329 Km</b>
<b>Track installation</b>	<b>124 Km</b>		<b>124 Km</b>
<b>OHE mast erection</b>	<b>80 km</b>		<b>80 km</b>

**Out of total 12 stations, foundation works has been completed at 9 stations (Bhikamkor, Vapi, Bilimora, Surat, Bharuch, Anand, Vadodara, Ahmedabad, and Sabarmati). In Maharashtra section, foundation work is in progress at 3 stations (Thane, Virar, Boisar).**

**Work of the only tunnel in Gujarat has been completed. The work of the under-sea tunnel (21Km approx.) has started. Out of which, 4 km tunnel between Ghansoli and Shilphata in Maharashtra has been completed.**

**Bullet train project is a very complex and technology intensive Project. Exact timelines and cost for the completion of the project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling & Telecommunication and supply of Trainsets.**

**High speed corridor projects are highly capital intensive projects, the sanction and execution of which depends on feasibility, traffic projections, availability of resources etc.**

### **Redevelopment of Stations**

**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 Amrit Bharat Station Scheme, out of which 80 stations are located in the state of Madhya Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in the state Madhya Pradesh are as following:**

**Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, BiyavraRajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, Katni Murwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram (Hoshangabad), Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot.**

**Development works at railway stations under Amrit Bharat Station Scheme in the state of Madhya Pradesh have been taken up at a good pace. Till now, works of 09 stations(Katni South, Narmadapuram (Hoshangabad), Orchha, Seoni, Shajapur, Shridham, Harpalpur, Nainpur Jn., Beohari) have been completed. The works at other stations have also been taken up at good pace.**

**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. 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 / 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 state of Madhya Pradesh is covered under the jurisdiction of seven railway zones, namely, Central Railway, East Central Railway, North Central Railway, South Central Railway, South East Central Railway, Western Railway and West Central Railway. For these zones, an allocation of ₹ 5,566 crore has been made for the financial year 2025-26, out of which an expenditure (up to October, 2025) of ₹ 3,500 crore has been incurred so far.**

**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.**

**\*\*\*\*\***