GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2913
TO BE ANSWERED ON 17.12.2025

MUMBAI URBAN TRANSPORT PROJECT (MUTP)

2913. SMT. BHARTI PARDHI:

SHRI SHRIRANG APPA CHANDU BARNE:

SHRI RAVINDRA DATTARAM WAIKAR:

SHRI NARESH GANPAT MHASKE:

DR. SHRIKANT EKNATH SHINDE:

Will the Minister of RAILWAYS be pleased to state:

(a) the current status and expected completion timelines for redevelopment works at major Mumbai stations (such as CSMT, Dadar, Thane, and Kalyan) along with the budget allocated and utilised so far for Mumbai suburban station upgrades;

(b) the status of capacity expansion projects including the fifth/sixth lines and the Harbour Line proposed elevated corridors, stating the reasons for any delays;

(c) the funds allocated under Mumbai Urban Transport Project (MUTP) phases 3 and 3A for improving Mumbai suburban rail infrastructure and the timelines for pending works (rakes, lines, signalling etc.);

(d) the total number of Air-Conditioned (AC) local trains currently operated on Western and Central Railways and the steps taken/being taken to increase services and reduce fares to boost ridership; and

(e) whether overcrowding in Mumbai local trains has been assessed along with the steps taken/being taken to increase frequency and capacity including measures to enhance safety and crowd management during peak hours and if so, the details thereof?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Chhatrapati Shivaji Maharaj Terminus, Dadar, Thane and Kalyan railway station falling in Maharashtra has been identified for redevelopment under Amrit Bharat Station Scheme.

The work for redevelopment of Chhatrapati Shivaji Maharaj Terminus station has been sanctioned. The work for relocation of Divisional Engineering Training Centre to Wadi Bunder, foundation work of foot over bridge no.6 on platform no.18 and refurbishment of ground floor & 1st floor of main line building have been completed. The works for foundation of long distance node building, long distance concourse and foot over bridge no. 1 and 2 have been taken up.

At Kalyan railway station, the work for provision of new 'A' building at Kalyan (east), provision of platform shelter on platform (PF) no. 4 & 5, provision of one lift and two escalator, improvement of circulating area and augmentation of water supply have been completed. The work of extension of platform 2 & 3, construction of lokgram foot over bridge has been taken up. The works for provision of 04 nos. escalators, provision of additional accessibility facilities for divyangjan and provision of sewage treatment plant have been sanctioned.

At Dadar railway station, the works for raising of platform no. 8 and 10, provision of platform shelter on platform 8, 10 and 11, provision of lifts and escalators, construction of toilet block, provision of divyangjan facilities and improvement of water supply have been completed. The works for provision of foot over bridge connecting PF 8 to PF 9, extension of PF 4 and provision of waiting room have been sanctioned.

At Thane railway station, the works for raising of platform no. 2, replacement of two foot over bridges, widening of platform 5 & 6, construction of new waiting hall, toilet block, provision of new parking lot, provision of platform shelter and 2 escalator have been completed. The works of provision of one foot over bridge, provision of additional 02 escalators and additional platform shelters have been sanctioned.

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 Chhatrapati Shivaji Maharaj Terminus, Dadar, Thane and Kalyan railway station located in Maharashtra. The name of stations identified for redevelopment under Amrit Bharat Station Scheme in 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 Sambhajinagar, Chhatrapati Shivaji Maharaj

		Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), 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, Kurduwadi Junction, Kurla Junction, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Junction, Lonavla, Lower Parel, Malad, Malkapur, Manmad Junction, Manwath Road, Marine Lines, Matunga, Miraj Junction, Mudkhed Junction, Mumbai Central, Mumbra, Murtizapur Junction, Nagarsol, Nagpur Junction, Nandgaon, Nandura, Nandurbar, Narkher Junction, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Junction, Palghar, Pandharpur, Panvel Junction, Parbhani Junction, Parel, Parli Vaijnath, Partur , Phaltan, Prabhadevi, Pulgaon Junction, 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 Maharashtra have been taken up at a good pace. Till now, works of 17 stations (Amgaon, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Junction, Matunga, Murtizapur Junction, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road, Baramati and Nandura) in Maharashtra have been completed under this scheme. The progress of some of the stations in Maharashtra taken up in Amrit Bharat Station Scheme is as given below:

At Diva station, the works of improvement of circulating area and parking on east side, improvement to station building on east side, new entry gate, improvement to Foot Over Bridge at east side, construction of new staircase for Foot Over Bridge at East side, platform shelter of platform no. 7/8, platform raising and flooring improvement of platform no. 5/6 and 7/8, new toilet block and sewage treatment plant on west side have been completed. The works for construction of 6 m wide Foot Over Bridge at CSMT end has been taken up.

At Mumbra station, the works for improvement to platform surface of platform no. 4, improvement of seating arrangement of platform no. 1 & 4, improvement to flooring of Foot Over Bridge, new toilet block, sewage treatment plant, improvement of circulating area, improvement of ticket booking office and entry elevation on east side have been completed. The work of escalators on platform no. 1 has been taken up.

At Titwala station, the works of improvement of two wheeler parking and approach road on east and west side, new station building, new entrance gate, improvement of ticket booking office, new toilet block, sewage treatment plant and platform surfacing of platform no. 3 have been completed. The work of new 6 m wide Foot Over Bridge has been taken up.

At Vikhroli station, the works for improvement of platform surfacing, improvement of platform shelter of platform no. 2/3 and 4, improvement of Foot Over Bridge on Mumbai end, new toilet block on Mumbai end, improvement of toilet block on Kalyan end and improvement of station building on west side have been completed. The works of development of circulating area on west & east side and new booking office & parking on east side have been taken up.

At Charni Road station, work of widening of entry-exit, construction of the new booking office on Platform No. 1, improvement of the footpath pavement surface, construction of fencing and boundary work on Platform No. 4, improvement of existing platform shelter at platform 1, 2 & 3 and fencing work at the north-side entry have been completed. The works of platform shelter sheet replacement on Platform No. 4 and Platform No. 1 surfacing work have been taken up.

At Marine Lines station, the work of renovating west face of the station building has been completed. The work of the toilet block on Platform No. 4, improvement of the station building, widening of the platform No. 4 side entry-exit, improvement of platform shelter at platform no. 1 and construction of the ramp for divyangjan on platform no. 4 have been taken up. The works for improvement of platform coping and boundary wall 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. SMT, Dadar, Thane and Kalyan station falls under the jurisdiction of Central Railway and Western Railway. For these zones, a total allocation of ₹ 2492 crores (Budget Estimate) has been made for the financial year 2025-26 under Plan Head-53, out of which an expenditure (up to October, 2025) of ₹ 1,466 crore has been incurred so far.

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.

To improve the connectivity, enhance track capacity, segregation of Sub-urban and long distance trains routs in Mumbai suburban area and to meet the future demands of passengers, 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:

S.No	Name of project	Cost (₹ in crore)
1	6th Line Mumbai Central-Borivali (30 km)	919
2	Extension of Harbour Line Goregaon-Borivali (7 km)	826
3	Virar - Dahanu Road 3rd & 4th Line (64 km)	3587
4	5th & 6th Line CSTM-Kurla (17.5 km)	891
5	Panvel - Karjat Suburban Corridor (29.6 km)	2782
6	Airoli - Kalwa (elevated) Suburban Corridor link (3.3 km)	476
7	5th & 6th line Borivali - Virar (26 km)	2184
8	4th line between Kalyan - Asangaon (32 km)	1759
9	3rd & 4th line between Kalyan - Badlapur (14.05 km)	1510
10	Kalyan Yard - Segregation of Main Line & Suburban	866
11	Vasai bye pass line (Double line) between Naigaon and Juchandra (5.73 Km)	176
12	Trespass Control measures such as Foot over bridges etc. (34 locations)	551

In 6th Line Mumbai Central-Borivali, 13.5 km section has been commissioned and other projects are at various stages of execution. Further, 238 rakes of 12 car 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.

All MUTP projects have been sanctioned on 50:50 cost sharing basis between Ministry of Railways and Government of Maharashtra. Ministry of Railways (MoR) has allocated Rs.5,217 Cr. for Mumbai Urban Transport Projects in last five years.

Consequent upon the extension of all platforms on the Virar -Andheri section making them compatible for accommodating 15-Car services, the numbers of 15-Car services have been increased, in a phased manner, from 79 services to 211 services. In addition, 22 services of 15 car are being operated over Central Railway at Mumbai Suburban.

Further, to cater to the needs of the commuters, AC-EMUs are also operated both on the Western Railway and Central Railway sub-urban corridors. Presently, Western Railway operates 1406 Sub-urban services including 109 AC-EMU services, while Central Railway runs 1810 Sub-urban services including 80 AC-EMU services.

Besides, introduction of new trains including EMU services and augmentation of their loads, 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**

<u>Fare in Sub-urban trains:</u>

Indian Railways strives to provide affordable services to all strata of society and gave subsidy of Rs. 60,466 crore on passenger tickets in 2023-24. This amounts to concession of 45 percent on an average, to every person, travelling on Railways. In other words, if the cost of providing service is Rs. 100, then the price of ticket is Rs. 55 only. This subsidy is continuing for all passengers including Sub-urban.

Passenger fares have been rationalized w.e.f. 01st July 2025 after a gap of more than 5 years. However, to maintain affordability for low and middle income families, the fares for MST (Monthly Season Ticket) and Suburban travel have not been revised.

The occupancy pattern of suburban trains over Indian Railways including that on Mumbai suburban section is not uniform and it varies during different periods of the day. During peak office hours, the occupancy of local trains over suburban section is full while during non peak periods, the occupancy level is not that high.

The Passenger Holding area planning envisages a comfortable, well-organized space with basic amenities like seating, drinking water, toilets, ticketing facilities, information displays, and security checks, etc. These amenities are planned to be organised to manage large passenger footfall efficiently during peak hours.

Chhatrapati Shivaji Maharaj Terminus, Dadar, Lokmanya Tilak Terminus and Bandra Terminus stations has been identified for the development of passenger holding area. The development of the holding area is under planning stage, which is an iterative process requiring optimization and the time frame for such optimization cannot be indicated at this stage.

<u>Safety in train operations:-</u>

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 (633Rkm) on Delhi- Mumbai route and on Howrah-Bardhaman section (105RKm)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 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.**

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)

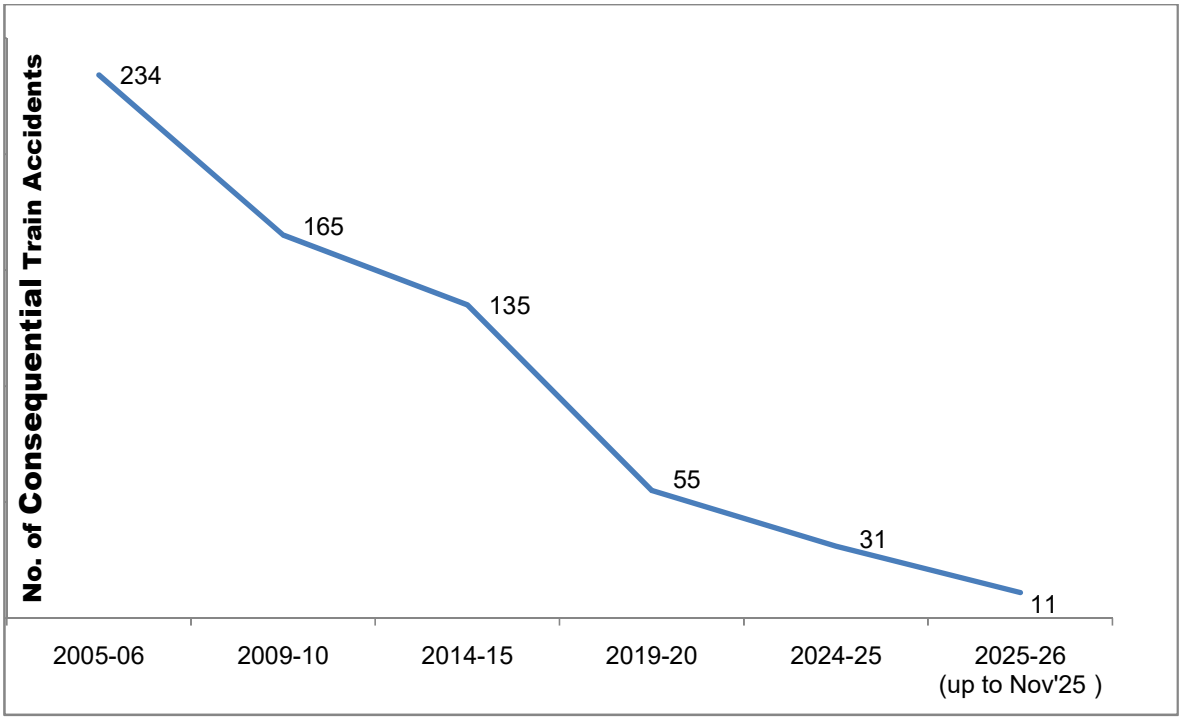
Another important index showing improvement in safety in train operations is Consequential Accidents Index, the details of which are as under:-

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.

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



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:-

S. No.	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	9,917 Km	77,522 Km	Nearly 8

	(260m) (Km)			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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