

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 6164
TO BE ANSWERED ON 01.04.2026**

SUBURBAN TRAIN SERVICES IN MUMBAI

6164. SHRI SANJAY DINA PATIL:

PROF. VARSHA EKNATH GAIKWAD:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has taken note of plans to introduce about 150–160 additional suburban train services in Mumbai to ease congestion on existing routes of the Central Railway and Western Railway suburban networks and if so, the details thereof;**
- (b) whether any assessment has been carried out regarding peak-hour overcrowding on major corridors including those connecting Mumbai with Thane, Kalyan, Virar and Panvel and the expected impact of the proposed additional services on passenger load and if so, the details thereof;**
- (c) the details of the routes on which these new services are proposed to be introduced, along with the timeline for their operationalisation; and**
- (d) whether the Government is also considering complementary infrastructure upgrades such as additional rakes, signalling improvements and platform capacity expansion to support the proposed increase in suburban services in Mumbai and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) At present, 3234 EMU local services including AC EMU services are operated by Western Railway and Central Railway. Western Railway operates 1414 services including 133 AC services, while Central Railway operates 1820 services including 94 AC services which inter-alia caters the need of passengers of Mumbai, Thane, Kalyan, Virar and Panvel. 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	LTT	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

Platform length extension:

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 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	3rd and 4th line between Badlapur & Karjat (32.46 km)	1324
13	4th line between Asangaon & Kasara (34.97 km)	794
14	Trespass Control (34 locations)	551

Completion of Railway project/s depends on various factors which include the following:

- **Land acquisition by State Government**
- **Forest clearance**
- **Shifting of infringing utilities**
- **Statutory clearances from various authorities**
- **Geological and topographical conditions of area**
- **Law and order situation in the area of project site**
- **Number of working months in a year for particular project site etc.**

All these factors affect the completion time of the project/s.

New generation trains:

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

Besides, introduction of train services including EMU services on any route/section, which is an on-going process, 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**

Traffic pattern of the passengers on Indian Railways is monitored on regular basis and to cater to additional demand, load of existing trains are augmented, new trains are introduced, frequency of existing trains is increased etc. subject to operational feasibility.

The steps taken for providing additional rakes over Mumbai Suburban Rail Network are as under:-

- 1) During the year 2025-26, four 12-car rakes of AC EMU (2 each to CR & WR) and one 15-car rake of Non-AC EMU to WR has been received to operate on Mumbai Suburban Rail Network.**
- 2) In addition to above, ICF, Chennai has taken up development of two Non-AC EMU rakes with Automatic Doors closure mechanism, to be put in service in Mumbai Suburban Area.**
- 3) Procurement of 238 rakes of 12 car under MUTP-III & MUTP-IIIA by MRVC.**

Amrit Bharat 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, 1,338 stations have been identified for development under this scheme, out of which 132 stations are located in Maharashtra. The names of stations identified for development 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

	<p>Sambhajnagar, 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 Jn, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Jn, Kurla Jn, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road, Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, Mumbai Central, Mumbra, Murtizapur Jn, Nagarsol, Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar, Pandharpur, Panvel Jn, Parbhani Jn, Parel, Parli Vaijnath, Partur, Phaltan, Prabhadevi, Pulgaon Jn, Pune Jn, Purna Jn, 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</p>
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Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Maharashtra have been taken up at a good pace. Till now, works of 19 stations have been completed. The name of stations completed in Maharashtra are as following:

State	No. of stations	Name of stations
Maharashtra	19	Amgaon, Baramati, Byculla, Chanda Fort, Chinchpokli, Devlali, Dhule, Himayatnagar, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Nandura, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road

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:

- Diva station: The works of improvement of station building, circulating area and parking on East side, new entry gate, platform raising and flooring of platform no. 5/6 and 7/8, platform shelter at platform no. 7/8, new toilet block, sewage treatment plant on West side, improvement of Foot Over Bridge at Kalyan end and Mumbai end have been completed. The work of new 6 m Foot Over Bridge has been taken up.**
- Mumbra station: The works for improvement of platform surface, seating arrangement, new toilet block, improvement of booking office, circulating area, sewage treatment plant and flooring of Foot Over Bridge have been completed. The work of escalator has been taken up.**
- Palghar station: The works of new platform shelter at platform no. 2/3, platform surfacing, new coping blocks and tactile tile work at**

platform no. 4 have been completed. The works of utility shifting and 12 m Foot Over Bridge have been taken up.

- **Titwala station: The works for station building, entrance gate, platform surfacing, improvement of ticket booking office, toilet block, sewage treatment plant and improvement of two wheeler parking and approach road on East and West side have been completed. The work of new 6 m Foot Over Bridge has been taken up.**
- **Vikhroli station: The works for improvement of station building on West side, platform surfacing, platform shelter, new toilet block at Mumbai end, improvement of toilet block at Kalyan end and Foot Over Bridge have been completed. The works of new booking office, circulating area on East and West side and parking of East side have been taken up.**

Further, development / redevelopment / upgradation / modernisation of stations including provision of platform upgradation 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.

Ministry of Railways has planned to provide holding areas for crowd management at 76 stations. The passenger holding area for crowd management planning envisages a comfortable, well-organized space with basic amenities like seating, drinking water, toilets, ticketing facilities, information displays, security checks, etc. These amenities are planned to be organised to manage large passenger footfall efficiently during peak hours.

The passenger holding area established at New Delhi Railway Station has been commissioned and it has significantly helped to ease congestion and

enhance passenger convenience, particularly during peak travel periods. The holding area is equipped with a wide range of commuter-friendly facilities, including an increased number of ticket counters, Automatic Ticket Vending Machine (ATVMs), Public Announcement System (PAS), electronic train information display boards, CCTV surveillance, luggage scanners, Door Frame Metal Detector (DFMDs), uninterrupted power supply, improved night-time lighting, High Volume Low Speed (HVLS) fans, fire-fighting system, lightning protection system, RO drinking water, and separate toilets for men, women and Divyangjans, along with seating arrangements.

The provision of holding areas at other stations is at various stages of planning/execution. Planning is an iterative process requiring optimization and the time frame and other details for such optimization cannot be indicated at this stage.

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.

Development / Upgradation / Modernization of stations including 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. Maharashtra is covered under the jurisdiction of four railway

zones, namely, Central Railway, South Central Railway, South East Central Railway and Western Railway. For these zones, an allocation of ₹ 3,834 crore (Revised Estimate) has been made for the financial year 2025-26, out of which an expenditure of ₹ 3,886 crore (up to February, 2026) has been incurred so far.

Strengthening, upgradation, modernisation and improvement of Signalling infrastructure is a continuous and ongoing process over Indian Railways. Indian Railway is continuously modernizing current infrastructure of its signalling system as under:

- 1. Electrical/Electronic Interlocking Systems with centralized operation points and signals in place of old mechanical signalling have been provided at 6665 stations as on 28.02.2026, out of which Electronic Interlocking have been provided at 3870 stations, including Mumbai Suburban section.**
- 2. Automatic Block Signalling (ABS) that enhances line capacity within existing track infrastructure has been provided at 6897 Route km upto 28.02.2026. Automatic signalling works in Diva-Vasai & Panel-Pen sections in Mumbai Suburban are in progress.**
