

Indian Railways Plans to Double Train Capacity in Major Cities in next 5 years

Expansion of Coaching Terminals in Key Cities to Meet Rising Passenger Demand, Reduce Congestion, and Improve Nationwide Connectivity: Shri Ashwini Vaishnaw

Short & Medium Term Steps to Reap Benefits of Capacity Addition sought from Zones to Ease Traffic at Busy Stations

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In view of the rapid sustained growth in demand for travel, the capacity of major cities to originate new trains needs to be doubled from the current level in the next 5 years. The current infrastructure serving needs to be augmented so as to meet the requirements of upcoming years. The works for doubling the originating capacity by the year 2030 would include the following actions:

- i. Augmenting the current terminals with additional platforms, stabling lines, pit lines, and adequate shunting facilities.
- ii. Identifying and creating new terminals in and around the urban area.
- iii. Maintenance facilities, including mega coaching complexes.
- iv. Increasing the sectional capacity with traffic facility works, signaling upgradation, and multitracking required for handling increased trains at various points.

While planning for increasing capacity of terminals, stations around terminals will also be considered so that capacity is evenly balanced. For example, for Pune, Hadapsar, Khadki, and Alandi have been considered for increasing capacity along with increasing platforms and stabling lines at Pune station.

The above exercise will be done for both suburban as well as non-suburban traffic, keeping in view the distinct requirements of both segments. A comprehensive plan of the 48 major cities is under consideration (List attached). The plan will include the works planned, proposed, or already sanctioned to achieve the goal of doubling the capacity of handling trains in a time-bound manner.

SN	Name of City	SN	Name of City
1	Delhi	25.	Jammu
2	Mumbai (CR, WR)	26.	Jodhpur
3	Kolkata (ER, SER, Kolkata Metro)	27.	Jaipur
4	Chennai	28.	Vadodara
5	Hyderabad	29.	Surat
6	Bangalore	30.	Madgaon
7	Amdavad	31.	Cochin
8	Patna	32.	Puri
9	Lucknow (NR, NER)	33.	Bhubaneshwar
10	Pune	34.	Vishakhapatnam
11	Nagpur (CR, SECR)	35.	Vijaywada
12	Varanasi (NR, NER)	36.	Tirupati
13	Kanpur	37.	Haridwar
14	Gorakhpur	38.	Guwahati
15	Mathura	39.	Bhagalpur
16	Ayodhya	40.	Muzaffarpur
17	Agra	41.	Darbhanga
18	Pt Deen Dayal Upadhyay Jn	42.	Gaya
19	Chandigarh	43.	Mysore
20	Ludhiana	44.	Coimbatore
21	Amritsar	45.	Tatanagar
22	Indore	46.	Ranchi
23	Bhopal	47.	Raipur
24	Ujjain	48.	Bareilly

While the plan to double the capacity is by 2030, it is expected that capacity will be increased progressively in the next 5 years so that the benefits of capacity addition can be reaped immediately. This will help in meeting the traffic requirement progressively over the years. The plan will classify actions under three categories, i.e., immediate, short-term, and long-term. The proposed plans will be specific, with clear timelines and defined outcomes. While this exercise focuses on specific stations, each Zonal Railway has been asked to plan to increase train handling capacity across their divisions, ensuring that not only terminal capacity is enhanced but also sectional capacity and operational constraints at stations and yards are effectively addressed.

Sh. Ashwini Vaishnaw, Union Minister of Railways, Information & Broadcasting, and Electronics & Information Technology, said, “We’re expanding coaching terminals, enhancing sectional and operational capacities in various cities to meet rising passenger demand and reduce congestion. This move will upgrade our railway network and improve nationwide connectivity.”

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