



**MAHRATTA CHABMER OF COMMERCE,
INDUSTRIES AND AGRICULTURE, PUNE**

PROPOSALS / SUGGESTIONS

for

RAILWAY BUDGET 2010-11

SECTIONS

- A. Pune-Mumbai Connectivity
- B. Gujarat & Rajasthan Connectivity
- C. Konkan Connectivity
- D. South Connectivity
- E. North Connectivity
- F. North-East Connectivity
- G. Pune Division Requirements
- H. Infrastructure Issues
- I. Suggestions for Railway Services
- J. Pune Station Requirements

Pune - Mumbai section continues to be one of the highest revenue earning and most busy railway network in the country and hence deserves greater attention. Pune is the second largest city in Maharashtra and has closeness to the financial capital of the country i.e. Mumbai. Large number of people do up-down between these cities on daily basis for Service and business purposes. Better connectivity between these two cities would benefit thousands passengers residing in Western Maharashtra. In order to cope up with the present needs and growing commuters' demands, we propose following :

A1. Train after every One Hour from Both Sides

Introduction of Pune-Mumbai and Mumbai-Pune Trains at every one hour would benefit thousands of commuters in this section and would also generate substantial revenue for the Railways. If introduction of trains every one hour is not possible at this stage then **three new trains** from each side at specific time of the day are absolutely essential. These three trains should start from both the sides at **10.15 am, 11.30 am and 07.30 pm** respectively as no trains are available during these period.

A2. Diversion of Pune-Mumbai-Pune Trains from Karjat-Panvel Section

This will facilitate relieving the pressure on existing Karjat - Kurla Section and introduction of additional train services on this route.

A3. Halt at Shivaji Nagar

Trains plying between Mumbai - Pune viz. 2127 Intercity Express and 1021 Indrayani Express should be given halt at Shivajinagar. This will facilitate reduction in the burden on the platforms at Pune Station as also and road traffic congestion outside Pune Railway Station.

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The volume of passenger traffic to and from Gujarat and Rajasthan is very high and is growing faster than the capacity of existing services. Rajasthan is emerging as a preferred state for tourism. However, connectivity from Pune is a limiting factor. An indication of this could be gauged from the fact that all private and State bus services run packed and bookings are not available on the spot. The railways could mop up large passenger traffic if additional train services are provided.

B1. Pune – Ahmedabad Super fast Train - A Super fast train to Ahmedabad via Surat, Baroda is necessary. This **train can operate daily**. Departure from both sides should be at around 8.00 am and arrivals at both sides should be at around 6.00 pm. Suggested Route : Pune-Karjat-Vasai-Surat-Baroda-Ahmedabad.

B2. Pune – Surat Inter-city Express – An Intercity train from **Pune to Surat** needs to be introduced. This train can initially operate thrice a week. Departure time from Pune should be around 6.30 am and arrival at Surat should be at around 12.30 pm. Departure from Surat should be at around 2.30 pm and arrival at Pune should be around 8.30 pm. Suggested Route : Pune-Karjat-Vasai-Surat.

B3. 1095 / 1096 Pune-Ahmedabad-Jodhpur Ahimsa Express to be made daily. Considering passengers’ demand and requirement. This is the only train which originates from Pune

B4. Pune Rajkot Superfast Train
At present, there is no train available **for Rajkot from Pune**. A new train for Rajkot should be started which will travel via Surat and Ahmedabad. The departure both the stations could be at 3.00 p.m. and arrival at around 6.00 a.m. Initially, the train could operate twice a week and the frequency could be increased based on the demand.

B5. Trains for Rajasthan – Jodhpur/Ajmer - Daily
The available for Rajasthan from Pune are Bangalore-Jodhpur (6508) and Bangalore–Ajmer (6510) are running on daily basis. These trains do not have enough quotas for the passengers originating from Pune. It has been observed that the average Waiting List per day is almost 400. Therefore, introduction of a new direct train from Pune to Jodhpur / Ajmer via Ahmedabad is highly required. We suggest that the train should start from both the stations at around 03.00 pm and should arrive at destinations 7.30 am next day and should on daily basis.

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Entire Konkan area is a major tourist attraction. Konkan area is also a major center of Agro-Horticultural products. Konkan needs proper connectivity to the rest of Maharashtra.

C1. Pune – Ratnagiri Superfast Train

A superfast new **train to Ratnagiri from Pune** should be introduced. The train should run via Lonavla-Karjat-Panvel-Roha-Khed-Chiplun-Ratnagiri. It should start from Pune at around 10 pm and should reach Ratnagiri at around 5.00 am. The train from Ratnagiri to Pune should follow the same timing. Initially, it could run twice a week and frequency could be increased based on the demand.

C2. Pune – Madgaon (Goa) Superfast Train

A superfast new **train to Goa from Pune** should be introduced. The train should run **via Miraj**. It should start from Pune at around 08.00 pm and should reach Goa at around 6.00 am. The train from Goa to Pune should follow the same timing. Initially, it could run twice a week and frequency could be increased based on the demand.

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After the commencement of Konkan Railway route, most of the trains for southern states, which used to travel via Pune, have now been operated on Konkan Railway Route. This has resulted into greater inconvenience to the migrated population from southern states presently residing in Pune. In addition, the tourist traffic to these states is also significant and is on the rise.

At present there are very few trains available from Pune to the southern parts of India. Moreover, these trains initiate from Mumbai and hence the quota available for Pune is limited. In view of this, there is a greater need and urgency to start new trains from Pune and increase frequency of existing trains. Hence, our proposal is as below.

- D1. 1097/1098 Purna Express to be made daily** – At present, the train operated once a week. Further, the services of this train could also be extended up to Thiruvanthapuram or Nagarcoil. It is necessary to make this train daily considering the commuters requirements.
- D2. New Train for Ernakulum or Nagarcoil or Thiruvananthapuram** – This train should be introduced for from Pune and the same could be routed through Konkan Railway via Karjat – Panvel section or Miraj-Goa route. The frequency could be thrice a week initially and could be increased depending on the demand.
- D3. Pune – Chennai Super fast Train**
Pune – Chennai Super fast Train leaving Pune at around 3 pm and reaching Chennai at around 6 am
- D4. Pune – Hyderabad Inter-city fast Train**
Pune – Hyderabad Super fast Train leaving both from Pune and Hyderabad at around 6.30 am. It should run thrice a week.
- D5. Pune – Bangalore Inter-city Train**
Pune – Bangalore Super fast / Intercity Express leaving Pune and Bangalore at around 3.00 pm and reaching the destination at around 6.00 am next day.
- D6. Pune – Hubli Super fast Train**
The train should be routed via Belgaum and should depart Pune at around 6.00 am and reach Hubli at around 1.30 pm. The return journey should start at 2.30 pm from Hubli and arrival at Pune at around 10.00 pm.
- D7. Pune – Mangalore Super fast Train**
Considering the Pune bound traffic to Goa and Mangalore, an express train on the Pune-Panvel-Chiplun-Ratnagiri-Panjim-Mangalore or Miraj-Goa route is necessary.
- D8. Pune–Rameshwaram and Pune–Kanyakumari Super fast Trains via Coimbatore and Madurai twice a week.**

E1. Pune – Delhi Durgam (2263) Express to be made daily –

Commuters for Delhi are depending exclusively on the (1077) Jhelum Express and (2779) Goa-Nizamuddin Express, and are inadequate to cater to the growing demand from the passengers. The journey time is abnormally high. Passenger traffic to Delhi is increasing day by day. As such, **the frequency of Durgam Express should be made daily.**

E2. New Train for Jammu via Kalyan-Vasai-Vadodara-Jaipur-Jalandar

(1077) Jhelum Express from Pune travels through Madhya Pradesh and takes long time to reach Jammu. A new train for Jammu via Kalyan-Vasai-Vadodara-Jaipur-Jalandar or via Ahmadabad will facilitate reduction in journey time and improved connectivity to Rajasthan.

E3. 2113 Pune-Nagpur Garib Rath train to be made daily.

F1. There is a growing demand from commuters from Ahmednagar to provide a 2 minutes halt for 2103 / 2104 Pune-Lucknow and 1037 / 1038 Pune-Gorakhpur express. This request may kindly be considered.

F2. Pune – Guwahati Super fast Train leaving Pune in morning to cater the growing demand of passengers going directly to north eastern parts of India. The frequency should be thrice a week.

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G1. Separate Terminus for Pune – Lonavla Sub-urban Trains

We congratulate railway authorities for construction of separate terminal for suburban train at Pune. It will certainly help in reducing the congestion at the main Pune railway station and will facilitate more train traffic. We request for early commencement and completion of the work. This facility will also provide a third entry-exit gate for Pune Station.

G2. Pune – Kolhapur Intercity Express

Presently, there is no direct train service between Pune and Kolhapur. Pune – Kolhapur Intercity should be started. The train should leave Pune at around 7.30 am and departure time from Kolhapur at around 3.00 pm on the same day.

G3. Pune - Lonavla Connectivity

Number of working people going to Chichwad, Talegaon, Dehuroad, Lonavla and returning to Pune is growing rapidly. The present local train service is inadequate to cope up with the demand of the passengers. Hence, the **frequency between two local trains should be 30 minutes during peak hour and 45 minutes during non-peak hours. One additional rake of 12 bogies is essential** to increase the present capacity of 4 rakes to meet the required demands of 5 rakes.

G4. Third Track between Pune and Lonavla

At present, there are only two tracks on this section. To improve the train service between Pune and Lonavla and considering the future needs and requirements of the region, it is suggested that one more track be laid between these sections.

G5. Expedite Electrification Work of Pune-Daund Section

The population between this section is growing at a rapid rate. Lot of commuters travel to Pune and nearby areas. Quick and earliest completion of the Electrification will facilitate introduction of Local train service between Pune and Daund or on Lonavla –Pune-Daund section.

G6. Shuttle Service between Pune and Daund

Introduce DMU service on Pune – Daund section and increase frequency of present shuttle service is very necessary taking into account the large number of passengers travelling between the sections.

G7. Introduction of New Shuttle Service between Pune and Jejuri/Nira/Satara

In view of Pune's future present and future growth towards Saswad, Jejuri and Nira, it is necessary to introduce a new shuttle service between Pune and Jejuri / Nira / Satara. This will facilitate easy movement of commuters and agricultural produce from these areas to Pune and Mumbai. The shuttle service should operate at every 3 hours. The passenger trains should have two to three luggage bogies for transportation of agricultural products.

G8. New Terminals between Pune-Lonavla and Pune-Daund Sections

Pune railway station is being operated at its fullest capacity as 31 trains originate and terminate at Pune Station while 123 trains pass through Pune Station. Taking into account the present infrastructural facilities, it may not be possible to start additional trains from Pune despite ever increasing demands. It is therefore, suggested that two new terminal be set up in (1) Pune-Lonavla Section and (2) Pune-Daund Section near Pune Station. The railways may plan to acquire necessary land in these sections near Pune.

In case, land acquisition is not possible, then these facilities could be made functional at Lonavla and Daund stations. The south and north bound trains originating from Pune may originate from Lonavla Terminal and all west bound trains originating from Pune may originate from Daund.

G9. Double track on Karjat – Panvel Section

We are happy that this work (long standing demand of the Chamber) has been completed, however considering the importance of this route to JNPT and Konkan Railway; it should be converted into a double track. Funding needs to be sanctioned for the same. With this, a new route will be available for CST Mumbai via Panvel and harbour line and will reduce burden on Karjat-Kalyan-Dadar section.

G10. Escalators for Foot Over Bridges

Presently, there are two Foot Over Bridges for the commuters to go the desired platforms. The height of FoBs, over 18 feet, is inconvenient to commuters, especially senior citizens and handicapped. Further carrying heavy luggage is also troublesome exercise. Providing Escalators for the FOBs will facilitate easy movement of the commuters.

Alternatively, create subways to facilitate smooth movement. The subways normally have 8-10 steps and are more convenient.

G11. Increase in number of bogies

Platform length of Pune Station has been increased to accommodate 24 bogies train at Platform No. 1, 2 and 3. We request you to increase the capacity of bogies from presently 17/19 to 22/24 for all the trains originating from and terminating at Pune Station.

G12. Increase Platform Length

The lengths of the platform numbers 1 to 3 have already been increased. We request for increasing the length of platform numbers 4, 5 and 6 as well to accommodate trains with 22/24 bogies.

G13. Goods Train for JNPT

Exports from Pimpri-Chinchwad industrial belt are on the rise. In absence of the goods train, the exporters have no other option but to send their export consignments to JNPT by Road. It is therefore, suggested to start goods train service from Chinchwad Station for JNPT twice a week on fixed days.

G14. Introduce Sub-urban DMU services from Pune to Bhigwan, Baramati and Lonand.**G15. Provide halt at Talegaon for the train between Pune-Nashik (bothways).****G16. Sideline or adequate provision to be made at Daund, Kalyan, Hadapsar-Lonikalbhor Railway Stations for change of engine so as to avoid delay of the train and to keep the platform free for other train.**

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H1. Provisions are required to be made for following developmental activities and these activities need to be started on priority basis.

1. Provide link railway bypass route at the locations mentioned below –

- a. Hadapsar / Loni Kalbhor – Pune Track with Miraj Track
- b. Daund – Pune Track with Manmad Track
- c. Kalyan – Pune Track with Nashik Track

These link routes will facilitate speedy movement of goods trains by avoiding technical halts at these respective stations for change of engine and tracks.

2. Construction of a third track between Pune-Lonavala Section.
3. Provision for signaling system on Daund – Baramati section.
4. Double Line between Daund – Manmad.
5. Double Line between Pune – Miraj.
6. Construction of Baramati – Lonand Broad Gauge line.
7. Construction of Pune – Ahmednagar – Aurangabad new Broad Gauge double line via Shirur, Ahmednagar and Nevasa.
7. Construction of Double line from Solapur to Wadi under Daund – Wadi section.
8. Construction of Pune – Nashik Broad Gauge double line via Chakan, proposed international airport, Narayangaon and Sangamner.
9. Construction of Kolhapur – Rajapur Broad Gauge line
10. Construction of Jalna – Akola Broad Gauge line.
11. Construction of new track between Dhulia – Nandurbar or Dhulia - Nardhana
12. Karad - Chiiplun new track to be considered

H2. Introduction of Ro–Ro Service on following routes –

1. Pune – Delhi via Bhopal and Agra.
2. Pune – Chennai via Wadi and Guntakal.
3. Pune – Thiruvananthapuram via Ernakulam and Coimbatore.
4. Pune – Kolkata via Nagpur and Raipur.
5. Pune – Bhuvaneshwar via Hyderabad and Vijayawada.
6. Pune – Bangalore via Hubli and Belgaum.
7. Pune – Jaipur via Ahmedabad – Abu Road and Ajmer.

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Below mentioned are general suggestions for improvements of the services within the trains and outside the trains. Implementation of these suggestions will go a long way in making the railway services more professional and commuters friendly.

Services inside the Trains

Important Suggestions

1. The present system of up-gradation without payment of differential amount of fare from 2nd class to 3 tier AC, 2nd AC, or First Class AC, should be stopped immediately. It is a loss proposal for railway. Up-gradation should be allowed only after collecting the requisite differential amount of fare from the commuters.
2. Tatkal Quota to be reduced to 10%.
3. Installation of Speakers in all bogies and announcement by the guard about *stations, position etc.*
4. CCTV in each in all bogies could be installed with control room in Guards cabin. The Guard will be in a position to monitor the activities within the bogies and could be in a position to take appropriate action in un-desirous conditions.
5. The arrival announcements should contain the name of the station repeatedly.

General Suggestions

6. Attendants in coaches should be properly dressed and wear name plates. Further they should be trained and equipped with cleaning tools such as long wire, rubber cups and rods for cleaning wash basins.
7. There is no system to check the quality and quantity of the food served in the train. Hence a suitable system should be designed.
8. Wash basins, toilets and floor of the bogies should be cleaned at all major stations and soaps in the dispensers should be filled at major stations.
9. There is a system of distribution of Handkerchiefs in the in the Air Conditioned coaches. However, the same is not followed by the attendant due to the theft perceptions. We suggest that the Railway name and logo should be printed to avoid thefts.
10. Dustbins to be kept in all A/c and Reserved bogies and the garbage should be removed at all major stations.

11. Mattresses in A/C coaches are not clean. A regular system for supervision is required and a facility to lodge complaint on railway web site should be made available.
12. Pest control of all compartments once in six months should be made mandatory to relieve the commuters from the nuisance of Bedbugs and Cockroaches. Record of such maintenance should be displayed in the compartments.
13. Clean water vending machine in each bogie. It could be a paid service.
14. Chemical toilets could be introduced on all trains to maintain hygiene.
15. Ban entry of unauthorized hawkers on all trains.

Services at Railway Stations

1. Regular cleaning of all railway stations to ensure high level of hygiene and sanitation.
2. Disinfectants should be spread every 8-10 hours on railway platforms
3. Automatic vending machines for ticketing should be installed at busy railway stations.
4. Infrastructure should be disabled and senior citizen friendly.
5. Service of electric small cars to ferry disabled and senior citizens be extended to all railway stations in India.
6. Train Time table should be published on internet / Railway website and should be updated regularly.
7. No change of last minute platforms. Such change results in inconvenience to the passengers especially senior citizens, ladies and passengers carrying heavy luggage. If change of platform is unavoidable, then it should be announced well in advance and sufficient time should be given to the passengers to change the platform and avoid stampede like situation.
8. The railway special squad should display their identity badges for easy identification.
9. Amount of various fines should also displayed across all railway platforms

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Pune Station

1. Separate window for platform tickets should be provided to avoid rush at ticket counters. Automatic vending machines for platform tickets is the best option.
2. Stop entry to beggars and filthy characters in the station premises.
3. Escalator at the FOB should be started again.
4. Additional sitting arrangements should be provided on all the platforms for long distance train passengers especially senior citizens and lady passengers.
5. Escalators should be provided for all FOB to relieve passengers from climbing up and climbing down 25-30 steps with heavy luggage.
6. CCTV cameras should be installed at all crucial places and monitored at central place.
7. Clean and spacious waiting rooms are required with comfortable sitting arrangements, clean drinking water and toilets etc.
8. No spitting signs should be put at prominent places and the enforcements should strictly monitored.
9. Timings of city buses and location of the bus stops should be displayed at all exit points of the station.
10. Separate ticket windows for ladies, physically handicapped & senior citizens should be provided.

Pune & Shivajinagar Stations

- a) Both the stations urgently need sprucing up both inside and outside. The interiors of platforms need to be redecorated in a manner befitting an important Railway junction.
- b) Adequate toilet and drinking water facilities should be conveniently located - and more importantly - properly maintained so as to be spic and span at all times and fully functional i.e. no clogged & dirty commodes, faulty flush , nonworking lights, leaky taps and no water.
- c) Adequate first aid facilities & trained medic should be available 24/7 to render prompt assistance & treatment to passengers & other visitors thronging the station premises 24/7. Accidents have occurred and other types of medical emergencies can occur anytime.
- d) The Railway tracks & ground around the tracks must be regularly cleaned and disinfected to prevent stench & spread of disease. Rodents & other pests also need to be destroyed. Adequate trash collection bins should be placed at suitable points on all platforms and periodically cleaned and maintained.

- e) Public phone booths should be placed on the station for the convenience of the public.

Station External Areas

- a) Multilevel parking facilities to be provided at Pune and Shivaji Nagar Railway stations. The Parking facilities should be properly organized & manned.
- b) The Radio taxi service recently started in Pune should also be given access to Railway station to pickup arriving passengers

Cargo Movement

1. **Shifting of Cement Goods Shed** - There is an urgent need to shift the Cement Goods Shed to the convenient places outside the Pune city areas. This will reduce the burden on city roads caused due to the movement of trucks carrying cement.
2. **Khadaki Goods shed – Cement unloading** – The residents in the nearby areas have complained for increase in the level of pollution and noise due to unloading of cement at Khadaki Station Goods shed and movement of heavy vehicles. Unloading at Khadaki may be stopped and be shifted to some other remote station.

3. Goods Train for JNPT

Exports from Pimpri-Chinchwad industrial belt are on the rise. In absence of the goods train, the exporters have no other option but to send their export consignments to JNPT by Road. It is therefore, suggested to start goods train service from Chinchwad Station for JNPT twice a week on fixed days.

4. Cargo Terminus at Chinchwad

It is proposed to create a separate and dedicated terminus for handling movement of goods and material manufactured in and around Pune region for dispatches across the country.

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