

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2345
ANSWERED ON 08.08.2025

REDEVELOPMENT OF RAILWAY STATIONS IN HIMACHAL PRADESH

2345. DR. SIKANDER KUMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has taken into consideration for redevelopment of Baijnath Paprola railway station under Amrit Bharat Station Scheme (ABSS) in the State of Himachal Pradesh;

(b) if so, the details thereof;

(c) whether Government is aware of serious threat to the houses of about 20-odd families and has decided to halt the tunnelling work for Bhanupali- Bilaspur-Beri railway project, if so, details thereof; and

(d) the steps taken to rehabilitate the villagers in accordance with rehabilitation and settlement norms in Himachal Pradesh?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) Baijnath Paprola station, in the state of Himachal Pradesh, has been identified for development under Amrit Bharat Station Scheme and phase-I works have been completed which include improvement of station building, circulating and parking areas, platform

surfacing, waiting hall, new toilet block, executive lounge, monumental flag, Divyangjan facilities etc.

So far, 04 stations viz. Baijnath Paprola, Amb Andaura, Palampur Himachal and Shimla have been identified for development under Amrit Bharat Station Scheme in the state of Himachal Pradesh.

At Amb Andaura station, the work of improvement of station building, development of circulating area, parking, executive lounge with toilet, toilet block work, entry and exit gate, façade lighting and signage have been completed and the work of 12 m wide Foot Over Bridge with ramp and lift have been taken up.

Palampur Himachal and Shimla stations are under master planning. Master Planning is an iterative process requiring optimization and the time frame and other details for such optimization cannot be indicated at this stage.

Amrit Bharat Station Scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of master plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like ‘One Station One Product’, better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, 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.

Further, upgradation/ modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, inter-se priority, availability of funds etc. The priority for development/upgradation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development / Upgradation / Modernization of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise and not Work-wise or Station-wise. Passenger amenities are generally funded under Plan Head-53 'Customer Amenities'. The state of Himachal Pradesh is covered under the jurisdiction of one railway zone, namely Northern Railway. For this zone, an allocation of ₹ 2,216 crore has been made for the financial year 2025-26, out of which an expenditure of ₹ 333 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.

Bhanupalli – Bilaspur – Beri new line project:

Bhanupalli – Bilaspur – Beri (63km) new rail line project has been sanctioned on cost sharing basis with the State Government.

In this project, 80.31 hectare land out of total required 123.16 hectare land in Himachal Pradesh has been acquired. The works on available land has been taken up. So far, an expenditure of ₹ 5,251.81 crore has been incurred on this project. ₹ 1,789.56 crore is outstanding with Government of Himachal Pradesh. The progress of this project is affected due to non-fulfillment of commitments by State Government of Himachal Pradesh. The support of State Government is required to expedite the Project.

Some of the inhabitants of the area near the tunnel No. 17 of Bhanupali – Bilaspur – Beri rail project have raised the issue of cracks in their houses. State administration had constituted a committee to examine the issue. Committee in its report has mentioned that some existing cracks in the houses were increased but the cause of increase was not clear as no blasting was

done in the execution of tunneling. However, on recommendation of the committee, the houses were repaired with latest techniques to give relief to the affected persons. Again in June 2025, on demand of local person, another committee has been constituted by State Government which includes independent engineer from Indian Institute of Technology /National Institute of Technology and Geologist expert from State Geology department also for further examination of the issue.

The completion of any railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

The Government of India is geared up to execute projects, however success depends upon the support of Government of Himachal Pradesh.
