

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 1560**  
**ANSWERED ON 12.12.2025**

**DEVELOPMENT OF NANDED RAILWAY STATION**

1560 # DR. AJEET MADHAVRAO GOPCHADE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is a plan to develop Nanded Railway Station in the State of Maharashtra as a world class station;
- (b) if so, the main components of the project;
- (c) the details of the work done so far and the amount of money utilized in this project; and
- (d) the expected timeline for the completion of this project?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

- (a) to (d): In recent years, the works for improvements to carriage watering system and improvement to waiting hall on platform no. 1 have been executed at Hazur Sahib Nanded railway station.

Hazur Sahib Nanded railway station falling in the state of Maharashtra has been identified for development under Amrit Bharat Station Scheme. Master planning for redevelopment of Hazur Sahib Nanded railway station under Amrit Bharat Station Scheme has been taken up. This is an iterative process requiring optimization and the time frame for such optimization cannot be indicated at this stage.

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 Hazur Sahib Nanded station located in the state of Maharashtra. The name of stations identified for redevelopment under Amrit Bharat Station Scheme in the state of Maharashtra are as following:

<b>State</b>	<b>No. of Stations</b>	<b>Name of Stations</b>
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 the state of 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 the state of Maharashtra have been completed under this scheme.

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. Nanded Junction railway station falls under the jurisdiction of South Central Railway for which a total allocation of Rs 863 crores (Budget Estimate) has been made for the financial year 2025-26 under Plan Head-53.

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.

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