

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 233
TO BE ANSWERED ON 07.08.2024**

**NUMBER OF STATIONS IDENTIFIED UNDER AMRIT BHARAT
SCHEME**

***233 SHRI PRATAP CHANDRA SARANGI:
DR. VINOD KUMAR BIND:**

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the stations identified and funds allocated under Amrit Bharat Station scheme, State-wise;

(b) the timeline for completion of the development/redevelopment of all 1318 identified stations including phase-wise target if applicable;

(c) whether the Government plans to expand the number of eligible stations in the future;

(d) if so, the details thereof and if not, the reasons therefor;

(e) whether the Government plans to have special facilities for Divyangjan and plans to employ environment friendly and sustainable solutions and if so, the details thereof; and

(f) the time by which the scheme is likely to be implemented along with the criteria for selection of railway stations under this scheme?

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

(a) to (f) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF STARRED QUESTION NO. 233 BY SHRI PRATAP CHANDRA SARANGI AND DR. VINOD KUMAR BIND TO BE ANSWERED IN LOK SABHA ON 07.08.2024 REGARDING NUMBER OF STATIONS IDENTIFIED UNDER AMRIT BHARAT SCHEME

(a) to (f) Ministry of Railways has recently launched Amrit Bharat Station scheme. This scheme envisages development of stations on a continuous basis with a long-term approach.

This scheme 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, 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 centres at the station in the long term.

So far, 1324 stations have been selected under this scheme based on proposals received from Zonal Railways, stations located in major cities and towns.

The details of allocation of funds for development and maintenance of stations including for Amrit Bharat Station Scheme are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities' and not station-wise, district-wise or State-wise. Total funds allocated under

Plan Head-53 to Zonal Railways for the current Financial Year i.e. in 2024-25, is ₹15510.75 crores.

Indian Railways is committed to make its railway stations accessible for Persons with Disabilities (Divyangjan) as part of “Sugamya Bharat Mission” or ‘Accessible India Campaign’ of Government of India. The guidelines for accessibility of Indian Railways stations have been notified in the official Gazette of India. These guidelines include provisions of Divyangjan related facilities such as entrance ramps, accessible parking, low height ticket counter/help booths, toilets, drinking water booth, sub-ways/foot over bridges with ramps/lifts, standard signages including Braille signages and tactile pathways for visual impairment etc.

Upgradation/modernization and commissioning of stations including development work for Divyangjan on Indian Railways is a continuous and on-going process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds.

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, air-port clearance etc. The progress also gets affected due to brown field 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 high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.