

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2288
TO BE ANSWERED ON 12.03.2025**

AMRIT BHARAT STATION SCHEME IN MAHARASHTRA

**†2288. SHRI BHUMARE SANDIPANRAO ASARAM:
SHRI GYANESHWAR PATIL:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of stations identified and funds allocated under Amrit Bharat Station Scheme, State-wise;**
- (b) the timelines for completion of development/redevelopment of all identified stations along with phase-wise targets in the country including Maharashtra State;**
- (c) whether the Government is contemplating increasing the number of eligible stations in Sambhaji Nagar district in future;**
- (d) if so, the details thereof and if not, the reasons therefor; and**
- (e) the timeline for implementation of the said scheme along with the criteria for selection of railway stations under the scheme?**

ANSWER

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

(a) to (e) Aurangabad and Rotegaon railway stations, located in Sambhaji Nagar district in the state of Maharashtra, have been identified for development under Amrit Bharat Station Scheme. For

development works at these stations, tenders have been awarded and works have been taken up.

At Aurangabad station, works of construction of new station buildings on both sides, parcel building, GRP/RPF building, electric sub-station, underground water tank, sewage treatment plant, etc. have been taken up.

At Roteगाon station, works of improvement of station building, waiting hall, circulating area, toilets, platform surfacing, construction of retaining walls, etc. have been taken up.

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.

Stations are selected for development under Amrit Bharat Station Scheme based on the proposals received from Zonal Railways, stations located in major cities and towns. So far, 1337 stations have been identified under Amrit Bharat Station Scheme, out of which 132 stations are located in the state of Maharashtra. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Maharashtra are as following:

State	No. of Amrit Stations	Names of Amrit Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Aurangabad, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (DDR), Dadar (DR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharmabad, Dhule, Diva, Dudhani, Gangakher, Godhani, Gondia, Grant Road, Hadapsar,

	<p>Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Itwari, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kolhapur, Kopargaon, Kurduwadi, Kurla, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand, Lonavla, Lower Parel, Malad, Malkapur, Manmad, Manwath Road, Marine Lines, Matunga, Miraj, Mudkhed, Mumbai Central, Mumbra, Murtajapur, Nagarsol, Nagpur, Nandgaon, Nandura, Nandurbar, Narkher, Nasik Road, Osmanabad, Pachora, Palghar, Pandharpur, Panel, Parbhani, Parel, Parli Vajinath, Partur, Phaltan, Prabhadevi, Pulgaon, Pune Jn, Purna, Raver, Rotegaon, Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar</p>
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Further, development/upgradation of stations including under Amrit Bharat Station Scheme 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 provision/upgradation of amenities 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/Region-wise. The state of Maharashtra is covered under four zones viz. Central Railway, South Central Railway, South East Central Railway and Western Railway. For these zones, an allocation of Rs 3,854 Crores (Revised Estimate) has been made for the financial year 2024-25 under Plan Head-53 and an expenditure of Rs 2,895 Crores has been incurred during 2024-25 (up to January, 2025).

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, air-port 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. Therefore, no time frame can be indicated at this stage.
