

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2299  
TO BE ANSWERED ON 12.03.2025**

**DEVELOPMENT OF BAREILLY JUNCTION RAILWAY STATION INTO  
WORLD CLASS STATION**

**†2299. SHRI CHHATRAPAL SINGH GANGWAR:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the time by which Bareilly Junction Railway Station is likely to be developed as a world class station;**
- (b) the details of the proposals for the construction of new rail lines or the introduction of Express trains from Bareilly; and**
- (c) the amount provisioned for the expansion of rail service in Bareilly?**

**ANSWER**

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

**(a) to (c) 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/upgradation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.**

**In recent years, various works related to passenger amenities have been executed at Bareilly Junction station in the state of Uttar Pradesh which include provision of escalator at foot over bridge, upgradation of upper class waiting hall, etc.**

**Further, Bareilly Junction railway station has been identified for development under Amrit Bharat Station Scheme. This 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.**

**So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which 157 stations are located in the state of Uttar Pradesh. The names of stations identified for**

**development under Amrit Bharat Station Scheme in the state of Uttar Pradesh are as following:**

<b>State</b>	<b>No. of Amrit Stations</b>	<b>Names of Amrit Stations</b>
<b>Uttar Pradesh</b>	<b>157</b>	<b>Achnera, Agra Cantt, Agra Fort, Aishbagh, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar, Aonla, Ayodhya Dham, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Ballia, Balamau, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly Jn, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bijnor, Bulandsahar, Chandauli Majhwar, Chandausi, Chilbila, Chitrakut Dham Karwi, Chopan, Chunar Jn, Daliganj, Darshannagar, Deoria Sadar, Dhampur, Dildarnagar, Etawah Jn, Farrukhabad, Fatehabad, Fatehpur, Fatehpur Sikri, Firozabad, Gajraula, Garhmukteshwar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah, Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur</b>

	<p><b>Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj, Kasganj, Kashi, Khalilabad, Khurja Jn, Kosi Kalan, Khorsan Raod, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur, Lambhua, Lohta, Lucknow (Charbagh &amp; Jn), Lucknow City, Maghar, Mahoba, Mailani, Mainpuri Jn, Malhaur Jn, Manaknagar Jn, Manikpur Jn, Mariahu, Mathura, Mau, Meerut City, Mirzapur, Modi Nagar, Mohanlalganj, Moradabad, Muzaffarnagar, Nagina, Najibabad Jn, Nihalgarh, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit, Pokhrayan, Pratapgarh Jn, Prayag Jn, Prayagraj, Pt. Deen Dayal Upadhyay, Raebareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur, Renukoot, Saharanpur Jn, Salempur, Seohara, Shahganj Jn, Shahjahanpur, Shamli, Shikohabad Jn, Shivpur, Siddharth Nagar, Sitapur Jn, Sonbhadra, Sri Krishna Nagar, Sultanpur Jn, Suraimanpur, Swaminarayan Chappia, Takia, Tulsipur, Tundla Jn, Ujhani, Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt, Varanasi City, Vindhyachal, Virangana Lakshmibai, Vyasnagar, Zafarabad</b></p>
--	--

**Master planning for development of Bareilly Junction 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.**

**Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise. The state of Uttar Pradesh is covered under five zones viz. East Central Railway, North Central Railway, Northern Railway, North Eastern Railway and West Central Railway. For these zones, an allocation of Rs 4,188 Crores (Revised Estimate) has been made for the financial year 2024-25 under Plan Head-53 and an expenditure of Rs 3,202 Crores has been incurred during 2024-25 (up to January, 2025).**

**The Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/District-wise as the Railways' projects may span across state boundaries. Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Railway Infrastructure Projects are taken up on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines socio-economic considerations including connectivity to religious, cultural and tourist places depending upon liabilities of ongoing projects, overall availability of funds and competing demands.**

**As on 01.04.2024, 68 Railway projects (16 New Line, 03 Gauge Conversion and 49 Doubling), of total length of 5,874 Km costing Rs 92,001 Crores falling fully/partly in the State of Uttar Pradesh including Bareilly, are at various stages of planning and implementation, out of which 1,313 Km length has been commissioned and an expenditure of Rs 28,366 Crores has been incurred upto March 2024. The status of work is summarized as under:-**

<b>Plan Head</b>	<b>No. of projects</b>	<b>Total Length (in Km)</b>	<b>Length Commissioned (in Km)</b>	<b>Expenditure upto March 2024 (₹in Cr)</b>
<b>New Lines</b>	<b>16</b>	<b>1740</b>	<b>297</b>	<b>8672</b>
<b>Gauge Conversion</b>	<b>3</b>	<b>261</b>	<b>0</b>	<b>26</b>
<b>Doubling / Multitracking</b>	<b>49</b>	<b>3873</b>	<b>1016</b>	<b>19668</b>
<b>Total</b>	<b>68</b>	<b>5874</b>	<b>1313</b>	<b>28366</b>

**Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Uttar Pradesh is as under:**

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>Rs 1,109 crore/year</b>
<b>2024-25</b>	<b>Rs 19,848 crore (More than 17 times)</b>

**The details of commissioning / laying of new track falling fully/partly in the State of Uttar Pradesh during 2009-14 and 2014-24 is as under :-**

<b>Period</b>	<b>New Track Commissioned</b>	<b>Average Commissioning of new tracks</b>
<b>2009-14</b>	<b>996 Km</b>	<b>199.2 Km/year</b>
<b>2014-24</b>	<b>4,902 Km</b>	<b>490.2 Km/year (More than 2 times)</b>

**Moreover, Survey for construction of 3rd & 4th line between Sitapur - Roza - Moradabad (172 Km) has been sanctioned.**

**At present, Bareilly is served by 87 pairs of train services connecting it to prominent cities like Delhi, Mumbai, Kolkata, Lucknow, Guwahati, Bhuj, Yog Nagari Rishikesh, Shri Mata Vaishno Devi Katra, etc. Besides, introduction of new train services is an ongoing process on Indian Railways subject to traffic justification, operational feasibility, etc.**

**\*\*\*\*\***