

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO. 3165
TO BE ANSWERED ON 19.03.2025**

AMRIT BHARAT STATION SCHEME FOR CHANDAULI, UTTAR PRADESH

†3165. SHRI VIRENDRA SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway stations being upgraded under the Amrit Bharat Station scheme (ABSs) and the budget allocated in this regard;

(b) the budget allocated under ABSs at Majhwar station of Chandauli district headquarters in Uttar Pradesh;

(c) the works to be done for its expansion and the time by which it is likely to be completed;

(d) whether there is a proposal to build ROB near Dhina station on Howrah via Patna route from Pandit Deen Dayal Upadhyay Railway (PDDUR, Mughalsarai) Station in Chandauli district of Uttar Pradesh, if so, the details thereof;

(e) whether a time-limit has been fixed for completion of ROB of Kuchaman railway crossing on the same route, if so, the details thereof;

(f) whether the Government has any plan for beautification and expansion of PDDURS; and

(g) if so, the area of the land allotted for its expansion?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (g) Chandauli Majhwar railway station located in the state of Uttar Pradesh has been identified for development under Amrit Bharat

Station Scheme. For development works at this station, tenders have been awarded and works of extension of station building, construction of new foot over bridge, additional platform shelters, extension of platforms, improvement of circulating area, parking area, toilets, etc. have been taken up.

Pandit Deen Dayal Upadhyay Junction railway station has been identified for development under Amrit Bharat Station Scheme. Master planning for development of this station under the 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.

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.

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:

State	No. of Amrit Stations	Names of Amrit Stations
Uttar Pradesh	157	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

		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 & 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
--	--	---

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. An allocation of Rs 12,994 Crores (Revised Estimate) has been made for the financial year 2024-25 under Plan

Head-53. The details of allocation under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-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.

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.

A subway at Km 725/15-17 between Dhina and Tulsi Ashram in Patna-Deen Dayal Upadhyay section has been sanctioned. Detailed estimate has been sanctioned and contract has been awarded.

Construction of Road over Bridge (ROB) in lieu of Level Crossing (LC) No. 105/A/T at Km 744/27-29 in Kuchaman yard of Danapur division has been sanctioned. The work has been taken up by the Railway on Single Entity basis. Finalization of alignment plan has been taken up.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of Level Crossing, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

*** * * * ***