GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2988
TO BE ANSWERED ON 17.12.2025

STATION REDEVELOPMENT PROJECT FOR BULANDSHAHR DISTRICT

2988. DR. BHOLA SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the status of station redevelopment works under the Amrit Bharat Station Scheme across the country, zone wise;

(b) the criteria used for prioritising stations for redevelopment and multimodal connectivity;

(c) whether safety infrastructure such as automated signalling, CCTV based surveillance and crowd management systems is being upgraded in high footfall stations;

(d) if so, the details of sanctioned works, sanctioned budget, utilisation so far and the proposed timelines for stations falling in Bulandshahr district of Uttar Pradesh; and

(e) the steps taken/being taken by the Government to ensure faster tendering, improved contractor performance and timely execution of redevelopment projects?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e) Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning 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. keeping in view the necessity at each station**

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 for development under this scheme, out of which 157 stations including Bulandsahar and Khurja Jn. stations of Bulandsahar district, are located in Uttar Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in Uttar Pradesh are as following:

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

State	No. of Stations	Name of Stations
		Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj Jn, Kasganj Jn, Kashi, Khalilabad, Khorason road, Khurja Jn., Kosi Kalan, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur Jn, Lambhua, Lohta, Lucknow (Charbagh) NR, Lucknow city, Lucknow Jn. (NER), Maa Belha Devi Pratapgarh Junction, Maghar, Maharaja Bijli Pasi, Mahoba Jn, Mailani Jn, Mainpuri Jn, Malhaur, Manak Nagar, Manikpur Jn, Mariahu, Mathura Jn, Mau Jn, Meerut City Jn, Mirzapur, Modinagar, Mohanlalganj, Moradabad Jn, Muzaffarnagar, Nagina, Najibabad Jn, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit Jn, Pokhrayan, Prayag Jn, Prayagraj Jn, Pt. Deen Dayal Upadhyay Jn, Rae Bareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur Jn, 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,

State	No. of Stations	Name of Stations
		Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai Jhansi, Vyasnagar, Zafarabad

Development works at railway stations under Amrit Bharat Station Scheme in Uttar Pradesh have been taken up at a good pace. Till now, works of 22 stations (Ayodhya Dham, Balrampur, Bareilly City, Bijnor, Fatehabad, Fatehpur, Gola Gokarnath, Gomtinagar, Govardhan, Govindpuri, Hathras City, Idgah Agra Jn, Izzatnagar, Mailani, Panki Dham, Pokhrayan, Ramghat Halt, Saharanpur Jn., Siddharth Nagar, Suraimanpur, Swaminarayan Chappia, Ujhani) in Uttar Pradesh have been completed under this scheme. The works at other stations have also been taken up at good pace and progress of some of above stations is as given below:

- **Bulandsahar station: The works of extension, raising and platform surfacing of platform no. 1 have been completed. The works of station building, entrance porch, improvement of existing station building, platform shelters, circulating area, parking and Divyangjan toilets have been taken up.**
- **Khurja Jn. station: The structural work of station building, porch and improvement of existing station building have been completed. The finishing works of station building, porch, waiting hall, executive lounge, Passenger Reservation System counter and parking have taken up.**

- **Tulsipur station: The works of improvement of station building, entrance porch, circulating area, parking area, improvement to waiting room, toilet, platform shelter and signages have been completed. The finishing works have been taken up.**
- **Modinagar station: The work of improvement to station building elevation, improvement to waiting area and toilets, 12 m wide Foot Over Bridge, new platform shelters, have been completed and work of minor finishing items of building, platform surfacing, signage, improvement to circulating area and parking have been taken up.**
- **Lucknow (Charbagh) station: The structural works of the second entry station building, TTE Running Hostel, Store Depot have been completed and masonry work including other finishing works, concourse, Foot Over Bridge, second entry circulating area, main entry external development and platform no. 10/11 works have been taken up.**
- **Prayagraj Junction station: Structural work of second entry side, Rail Mail Service & arrival, parcel & arrival buildings and basement plaza at second entry, Electrical substation have been completed and finishing work of these structures have been taken up. Extension work of Foot Over Bridge no. 2 has been completed. Work of roof plaza and relocated structures have been taken up.**
- **Ghaziabad station: Structural work of station building at main entry side and second entry side, foundation work of Foot Over Bridge, roof plaza, electrical substation at main entry side and second entry side, Magistrate building, Government Railway Police and Railway Protection Force buildings have been taken up.**

Stations are selected for development under Amrit Bharat Station Scheme based on the proposals received from Zonal Railways, stations located in major cities and places of tourist and pilgrimage importance.

Further development / redevelopment / upgradation / modernisation of stations including provision of passenger amenities at 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.

Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits.

Indian Railways digital initiatives like Indian Railways Projects Sanctions and Management (IRPSM), Indian Railways E-Procurement System (IREPS) and Indian Railways Works Contract Management System (IRWCMS) have enhanced sanctioning, tendering and monitoring capabilities.

Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction including damages are taken immediately. This is a continuous and ongoing process.

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 and not work-wise or station wise or state-wise. The fund allocation of ₹ 12,118 crore has been made for the financial year 2025-26 under Plan Head–53 and expenditure (up to October, 2025) of ₹ 7,253 crore has been incurred so far. Uttar Pradesh is covered under the jurisdiction of five railway zones, namely East Central Railway, North Central Railway, Northern Railway, North Eastern Railway and West Central Railway. For these zones, an allocation of ₹ 4,358 crore has been made for the financial year 2025-26, out of which an expenditure (up to October, 2025) of ₹ 2,288 crore has been incurred so far.

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, airport 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.

The installation of CCTV works are planned at all railway stations except halt station.

Ministry of Railways has planned to provide holding areas for crowd management at 76 stations. The passenger holding area for crowd management planning envisages a comfortable, well-organized space with basic amenities like seating, drinking water, toilets, ticketing facilities, information displays, security checks, etc. These amenities are planned to be organised to manage large passenger footfall efficiently during peak hours.

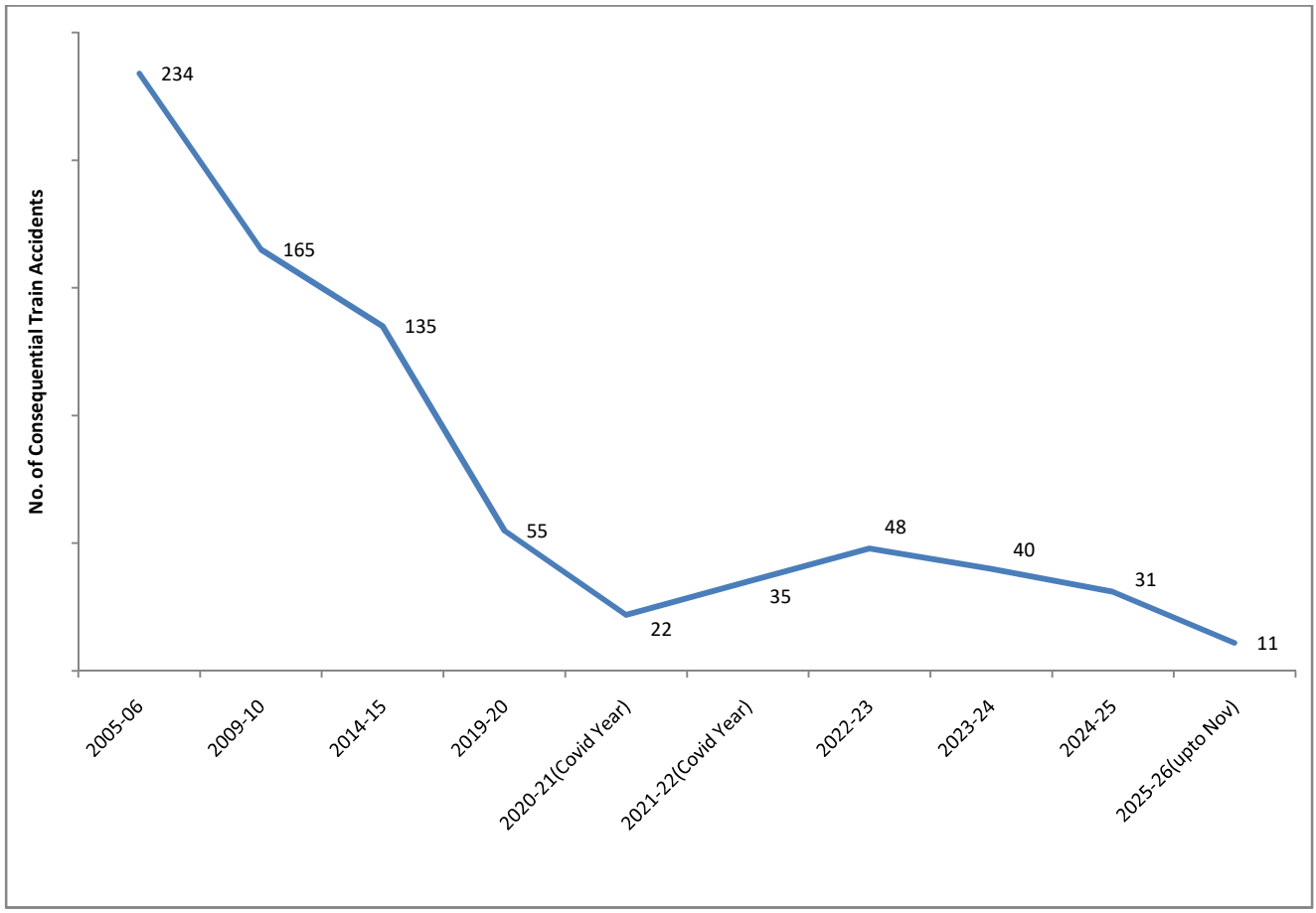
The passenger holding area established at New Delhi Railway Station has significantly helped to ease congestion and enhance passenger convenience, particularly during peak travel periods. The holding area is equipped with a wide range of commuter-friendly facilities, including an increased number of ticket counters, Automatic Ticket Vending Machine(ATVMs), public announcement system, electronic train information display boards, CCTV surveillance, luggage scanners, Door Frame Metal Detector (DFMDs), uninterrupted power supply, improved night-time lighting, High Volume Low Speed (HVLS) fans, fire-fighting system, lightning protection system, RO drinking water, and separate toilets for men, women and Divyangjans, along with seating arrangements.

The provision of holding areas at other stations is at various stages of planning/execution. Planning is an iterative process requiring optimization and the time frame and other details for such optimization cannot be indicated at this stage.

Safety:

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential

Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below:



It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 11 in 2025-26 (upto November, 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.

The various safety measures taken to enhance safety in train operations are as under:

1. **On Indian Railways, the expenditure on Safety related activities has increased over the years as under:**

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
39,463	87,327	1,01,651	1,14,022	1,16,470

2. **Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling have been provided at 6,657 stations up to 30.11.2025 to reduce accidents due to human failure.**
3. **Interlocking of Level Crossing (LC) Gates has been provided at 10,100 Level Crossing Gates up to 30.11.2025 for enhancing safety at LC Gates.**
4. **Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6,663 stations up to 30.11.2025.**
5. **Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 RKm of South Central Railway and 80 RKm of North Central Railway. Kavach specification Version 4.0 was approved by RDSO on 16.07.2024.**

After extensive and elaborate trials, Kavach Version 4.0has been successfully commissioned onPalwal–Mathura–Kota–Nagda section (633Rkm) on Delhi–Mumbai route and on Howrah–Bardhaman section (105RKm)on Delhi–Howrah route. Kavach implementation

has been taken up in balance sections of Delhi–Mumbai and Delhi–Howrah route.

Further, Kavach implementation has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.

6. **Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.**
7. **System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
8. **All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**
9. **Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.**
10. **A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.**
11. **Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**
12. **Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.**

13. **Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
14. **Ultrasonic Flaw Detection (USFD) testingof rails to detect flaws and timely removal of defective rails.**
15. **Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.**
16. **Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
17. **Patrolling of railway tracks to look out for weld/rail fractures.**
18. **The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
19. **Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
20. **Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.**
21. **Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.**
22. **Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**
23. **Replacement of conventional ICF design coaches with LHB design coaches is being done.**
24. **All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**

25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.
28. Regular counselling and training of staff is undertaken.
29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction

4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24:Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Implementation of Kavach:

- **Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).**
- **Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.**
- **The first field trials on the passenger trains were started in February, 2016. Based on the experience gained and Independent**

Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Version 3.2.

- **Kavach was adopted as National ATP system in July, 2020.**
- **Implementation of Kavach System involves following Key Activities:**

  (i) Installation of Station Kavach at each and every station, block section.

  (ii) Installation of RFID Tags throughout the track length.

  (iii) Installation of telecom Towers throughout the section.

  (iv) Laying of Optical Fibre Cable along the track.

  (v) Provision of Loco Kavach on each and every Locomotive running on Indian Railways.

- **Based on deployment of Kavach Version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification Version 4.0 was approved by RDSO on 16.07.2024.**
- **Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.**
- **Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements,**

Kavach Version 4.0 is planned for large scale deployment over Indian Railways.

- **After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 738 Route km on Palwal–Mathura–Nagda section (633 Rkm) on Delhi–Mumbai route and Howrah–Bardhaman section (105 Rkm) Delhi–Howrah route. Kavach implementation has been taken up in balance sections of Delhi–Mumbai and Delhi–Howrah corridors.**

- **Progress of key items of Kavach on High density routes including Delhi–Mumbai & Delhi–Howrah corridors are as under:**

SN	Item	Progress
i	Laying of Optical Fibre Cable	7129 Km
ii	Installation of Telecom Towers	860 nos
iii	Station Data Centre	767 stations
iv	Installation of Track side equipment	5672 RKm
v	Provision of Kavach on Locos	4,154

- **Further, track side Kavach implementation work has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.**

- **Bids have been invited for equipping another 9,069 locomotives with Kavach version 4.0. Kavach is being provided progressively in a phased manner in locomotives.**

- **Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 40,000 technicians, operators and engineers have been trained on Kavach technology. This includes 33,000 Loco Pilots and Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.**

- **The fund utilized on Kavach works so far up to October, 2025 is Rs. 2,354.36 crores. The allocation of funds during the year 2025-26 is Rs. 1,673.19 crores. Requisite funds are made available as per the progress of works.**

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