

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 604
TO BE ANSWERED ON 03.12.2025**

REDEVELOPMENT OF DERA BABA NANAK RAILWAY STATION

†604. SHRI SUKHJINDER SINGH RANDHAWA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government proposes to redevelop the historic Dera Baba Nanak Railway Station;

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

(c) whether the Government has received any suggestions/requests from any public representatives in this regard and if so, the details thereof including the steps likely to be taken by the Government in this regard?

ANSWER

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

(a) to (c) At Dera Baba Nanak station, booking window, platform shelter, seating arrangements, drinking water taps, urinals, lavatories, waiting hall, seating arrangement and Foot Over Bridge amenities are available. The works of additional platform shelter, Divyangjan toilets and water booth have been taken up.

Further, development / redevelopment / upgradation / modernisation 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 / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Proposals/requests/suggestions/representations, both formal and informal for Railway projects/ Works across the country are received on the basis of demands raised by State Governments, Members of Parliament, Ministries of Central Government, elected representatives, Railways' own requirements, organizations/ rail users etc., at various levels including Railway Board, Zonal Railways, Division Office etc. Receipt of such proposals / requests/ suggestions/ representations is a continuous and dynamic process and these are examined and action as found feasible and justified is taken from time to time and centralized compendium for the same is not maintained.

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 Amrit Bharat Station Scheme, out of which 30 stations are located in the state of Punjab. The name of stations identified for development under Amrit Bharat Station Scheme in the state of Punjab are as following:

State	No. of Stations	Name of Stations
Punjab	30	Abohar, Amritsar, Anandpur Sahib, Beas, Bhatinda Junction, Dhandari Kalan, Dhuri, Fazilka, Firozpur Cantt, Gurdaspur, Hoshiarpur, Jalandhar Cantt Junction, Jalandhar City Junction, Kapurthala, Kot Kapura Junction, Ludhiana Junction, Malerkotla, Mansa, Moga, Muktsar, Nangal Dam, Pathankot Cantt., Pathankot Junction, Patiala, Phagwara Junction, Phillaur Junction, Rup Nagar, Sahibzada Ajit Singh Nagar Mohali, Sangrur, Sirhind

Development works at railway stations under Amrit Bharat Station Scheme in the state of Punjab have been taken up at a good pace and progress of some of the above stations is as given below:

- **Gurdaspur station:** The works of entrance porch, improvement to station building, waiting halls, toilets, entrance ramp and parking area have been completed. The works of platform shelter, platform surfacing, circulating area and approach road have been taken up.
- **Anandpur Sahib station:** The works of improvement of station building, circulating area, parking area, improvement of waiting hall, new waiting room, executive lounge, toilet, platform shelter, platform surfacing, lifts and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.

- **Sahibzada Ajit Singh Mohali station:** The works of improvement of station building, circulating area, parking area, platform surfacing, toilets, coach indication board, train indication board, signages and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **Muktsar station:** The works of improvement of station building, circulating area, parking area, waiting rooms, toilets, new second entry booking office, platform shelter, platform surfacing and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.

Upgradation / development / redevelopment 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 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 tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.
