

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 5463
TO BE ANSWERED ON 25.03.2026**

ABSS FOR RAILWAY STATIONS OF PUNJAB

5463. SHRI MALVINDER SINGH KANG:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status and physical progress of the upgradation works sanctioned under the Amrit Bharat Station Scheme (ABSS) for Anandpur Sahib, Rupnagar, Nangal Dam and Nawanshahr stations;**
- (b) the details of funds sanctioned and the amount utilised for each station as of January 15, 2026;**
- (c) the specific reasons identified for delays, if any, in the implementation of passenger amenities across these stations, particularly concerning connectivity during religious gatherings like the Shaheedi Jor Mela; and**
- (d) the timeline for the completion of key passenger-facing amenities at these stations, month- wise?**

ANSWER

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

(a) to (d) Anandpur Sahib, Rup Nagar and Nangal Dam stations, located in Punjab have been identified for development under Amrit Bharat Station Scheme.

At Anandpur Sahib station, located in Punjab, facilities like high level platforms, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement, Foot Over Bridge etc. are available.

Development works under Amrit Bharat Station Scheme at Anandpur Sahib station, located in Punjab have been completed which includes:

- **Improvement of station building**
- **Entrance porch**
- **Platform shelter**
- **Improvement of platform surface**
- **AC waiting room and toilet**
- **Entry/Exit gate**
- **New booking counter**
- **Circulating area and parking**
- **Toilet block**
- **Signage**
- **12 m Foot Over Bridge**

At Rup Nagar station, located in Punjab, facilities like high level platforms, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement, Foot Over Bridge etc. are available.

The works of improvement of station building, entrance porch, AC waiting room, toilet block, second class waiting room, circulating area, parking, entry/exit gate and signage have been completed. The works of platform surfacing, lift and 12 m Foot Over Bridge have been taken up.

At Nangal Dam station, located in Punjab, facilities like high level platforms, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement, Foot Over Bridge etc. are available.

The works of improvement of station building, entrance porch, improvement of platform surface, waiting room, toilet block, circulating area, parking, entry/exit gate and signage have been completed. The works of lift and 12 m Foot Over Bridge have been taken up.

At Nawan Shahr Doaba Junction station, located in Punjab, facilities like high level platform, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement etc. are available. The work of high level platform has been completed in recent years.

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

Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

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, 1,338 stations have been identified for development under this scheme, out of which 30 stations including Anandpur Sahib, Nangal Dam and Rup Nagar stations are located in Punjab. The names of stations identified for development under Amrit Bharat Station Scheme in Punjab are as following:

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

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in Punjab have been taken up at a good pace. The detail of stations completed in Punjab is as given below:

State	No. of Stations	Name of Stations
Punjab	3	Anandpur Sahib, Muktsar, Sahibzada Ajit Singh Nagar Mohali

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Sirhind station:** The works of improvement of station building, entrance porch, AC waiting room with toilet, improvement of second class waiting room, toilet block, circulating area, parking, entry/exit gate, lighting and signage have been completed. The works of lift and 12 m Foot Over Bridge have been taken up.
- **Gurdaspur station:** The works of station building, platform shelter, improvement of platform surface, waiting room, toilet, circulating area, porch and lighting have been completed. The works of new platform no. 2, booking cum waiting hall, circulating area, parking, entry/exit gate on main entry and second side and 12 m Foot Over Bridge have been taken up.

- **Patiala station:** The works of improvement of station building, entrance porch, platform shelter, improvement of waiting hall, retiring room, toilet, circulating area, parking, entry/exit gate and signage have been completed. The works of platform surfacing, development of second entry, lift and 12 m Foot Over Bridge have been taken up.

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.

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. Punjab is covered under the jurisdiction of two railway zones, namely Northern Railway and North Western Railway. For these zones, an allocation (Revised Estimate) of ₹ 2,390 crore has been made for the financial year 2025-26, out of which an expenditure (up to February, 2026) of ₹ 2,379 crore has been incurred so far.

Train Connectivity

To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

General Coaches

With a view to meet the demand of passengers travelling in unreserved coaches, Railways have significantly increased the facilities for passengers

demanding general class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains. In the current financial year (upto February, 2026), 860 Coaches have been utilised for permanent augmentation.

On Indian Railways, demand patterns vary over lean and peak periods. During peak rush periods, the occupancy of the trains especially on popular routes remains full whereas during lean periods and on less popular routes, there is sub-optimal utilization.

Traffic pattern of the trains running on Indian Railways is monitored on regular basis and to cater to additional demand, load of existing trains are augmented, special trains are run, new trains are introduced, frequency of existing trains is increased etc. subject to operational feasibility.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches (general/sleeper).

On Indian Railways, the percentage of non-AC coaches, is about 70% as indicated below:

Table 1: Distribution of coaches

Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	~89,000	100%

Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:

Table 2: Passengers in general/unreserved coaches: The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Year	No. of Passengers
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr

The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Table 3: Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%

Special Trains

IR also operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services.

Accordingly, the number of Special trains operated across the Indian Railways network, to facilitate the passengers during Summer/winter vacations, festivals etc. are as below:

Year	No. of trips
2023-24	~40,500
2024-25	~85,400
2025-26(upto Feb, 2026)	~74,800
