

**MINISTRY OF RAILWAYS**

**PROGRESS OF AMRIT BHARAT STATION SCHEME**

**COMMITTEE ON ESTIMATES  
(2023-24)**

**THIRTY FIFTH REPORT**

---

**(SEVENTEENTH LOK SABHA)**



**LOK SABHA SECRETARIAT  
NEW DELHI**

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**(Presented to Lok Sabha on 06.02.2024)**



**LOK SABHA SECRETARIAT**

**NEW DELHI**

**.....February 2024/..... Magha, 1945 (Saka)**

<b>CONTENTS</b>		<b>Page No.</b>
<b>Composition of the Committee on Estimates (2023-24)</b>		<b>(ii)</b>
<b>Introduction</b>		<b>(iv)</b>
 <b>PART-I</b>		
<b>Introductory</b>		<b>1</b>
 <b>PART-II</b>		
<b>Observations/Recommendations</b>		<b>15</b>
 <b>PART-III</b>		
<b>ANNEXURE</b>		<b>22</b>
 <b>APPENDICES</b>		
<b>(i) Minutes of the sitting of the Committee held on 26.10.2023</b>		<b>31</b>
<b>(ii) Minutes of the sitting of the Committee held on 01.02.2024</b>		<b>34</b>

## **COMPOSITION OF THE COMMITTEE ON ESTIMATES (2023-2024)**

### **Dr. Sanjay Jaiswal – Chairperson**

2. Kunwar Danish Ali
3. Shri Kalyan Banerjee
4. Shri Sudarshan Bhagat
5. Shri P. P. Chaudhary
6. Shri Nihal Chand Chauhan
7. Shri Saikia Dilip
8. Shri Harish Dwivedi
9. Shri Parvatagouda Chandanagouda Gaddigoudar
10. Ms. Bhavana Gawali (Patil)
11. Shri Dharmendra Kumar Kashyap
12. Shri Srinivas Kesineni
13. Shri Mohanbhai Kalyanji Kundariya
14. Thiru Dayanidhi Maran
15. Shri Pinaki Misra
16. Shri K. Muraleedharan
17. Shri Jual Oram
18. Shri S. S. Palanimanickam
19. Shri Kamlesh Paswan
20. Dr. K.C. Patel
21. Shri Ashok Kumar Rawat
22. Shri Magunta Sreenivasulu Reddy
23. Shri Rajiv Pratap Rudy
24. Shri Francisco Cosme Sardinha
25. Shri Jugal Kishore Sharma
26. Shri Prathap Simha
27. Shri Parvesh Sahib Singh
28. Smt. Sangeeta Kumari Singh Deo
29. Shri R. K. Singh Patel\*
30. Shri Sumedhanand Saraswati#

\* Elected as Member of the Committee vide Bulletin Part II Para No. 7096 dated 28<sup>th</sup> July, 2023

# Elected as Member of the Committee vide Bulletin Part II Para No. 7764 dated 20<sup>th</sup> December, 2023

### **Secretariat**

1. Shri Santosh Kumar - Joint Secretary
2. Shri Muraleedharan. P - Director
3. Dr. (Smt.) Sheetal Kapoor - Committee Officer

## INTRODUCTION

I, the Chairperson of the Committee on Estimates, having been authorized by the Committee to submit the Report on their behalf, do present this Thirty Fifth Report on the subject 'Progress of Amrit Bharat Station Scheme.'

2. Indian Railways, one of the busiest and oldest railway systems in the world, is the lifeline of the country. In the past, Railway station infrastructure has experienced strain, giving rise to challenges such as congestion, insufficient amenities, and subpar facilities. To keep this vast machine well oiled, Railways launched the Amrit Bharat Station Scheme to redevelop 1309 stations nationwide. The Amrit Bharat Station Scheme is thus an important step towards increasing customer stickiness in using railways as a preferred mode of travel. This infrastructure upgrade, one of the largest of its kind undertaken by the Indian Railways in post-Independent India, entails developing stations as centres for connecting both sides of a city.

3. The Committee on Estimates (2023-24) selected the subject 'Progress of Amrit Bharat Station Scheme' for in-depth examination and report to the House.

4. In this report, the Committee have dealt with various issues like budget allocation, inter-se priority of stations, role of architectures, benchmarking up-gradations, preferential treatment for certain stations, stakeholders' views etc. The Committee have analyzed these issues/points in detail and have made Observations/Recommendations in the report.

5. The Committee held one sitting on 26.10.2023, to take oral evidence of the representatives of the Ministry of Railways. In connection with the examination of this subject, the Committee had an on the spot study visit to Chennai, Tamil Nadu on 21.08.2023. The Committee considered and adopted the draft Report on the subject at their sitting held on 01.02.2024.

6. The Committee wish to place on record their sincere thanks to the representatives of the Ministry of Railways, who appeared before them and placed their considered views on the subject and furnished the information required in connection with the examination of the subject.

7. For facility of reference and convenience, the Observations/Recommendations of the Committee have been printed in bold in Part-II of the Report.

**NEW DELHI;**  
**01 February, 2024**  
**12 Magha, 1945 (Saka)**

**DR. SANJAY JAISWAL**  
**CHAIRPERSON**  
**COMMITTEE ON ESTIMATES**

## **PART –I**

### **INTRODUCTORY**

Indian Railways is one of the world's largest rail network with 66,030 kilometers of route lengths. With more than seven thousand railways stations, Indian Railways has the responsibility to upgrade its network and stations with newer technologies and amenities. With its more than 150 year old history, Indian Railways is a State-owned public utility of the Government of India under the Ministry of Railways. As a national common carrier transporting passenger and goods over its vast network, Indian Railways has always played a key role in India's social and economic development. It is a cheap and affordable means of transportation for millions of passengers. As a carrier of bulk freight viz. ores and minerals, iron and steel, cement, mineral oils, food grains and fertilizers, containerized cargo etc., the importance of Indian Railways for agriculture, industry and the common man is well recognized.

### **AMRIT BHARAT STATION SCHEME (ABSS) -AN INTRODUCTION**

1.1 It has been Ministry of Railways' endeavour to develop/upgrade/modernize railway stations to provide enhanced and modern facilities to the passengers. Various developmental schemes viz. Model, Modern, Adarsh Station and Umbrella work Schemes have been launched over a period of time. These schemes were small and scattered in nature which, generally, did not involve major architectural planning to improve the overall aesthetic look of the stations. Consequently, Railway Board reviewed the progress of ongoing works related to Up-gradation/Modernization/Beautification of Railway station buildings under various schemes/umbrella. As a parallel measure, it has been decided to introduce a new scheme for Major Up-gradation of Railway Stations.

1.2 Amrit Bharat Station Scheme (**ABSS**) 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, 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.

1.3 Under this scheme, priority will be given to those works which improve the ease of movement of passengers, their convenience and integration of station with surrounding areas. The development of identified/selected stations will be taken up in phased manner over coming years. The scheme will be implemented through Umbrella works sanctioned from time to time. Presently, the scheme envisages to take-up 1309 stations for up-gradation/modernization over Indian Railway. Under this scheme, 18 stations of Sonpur Division and 22 stations of Samastipur Division have been identified.

1.4 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, 'Roof Plazas' as per necessity, phasing and feasibility and creation of city centres at the station in the long term. The details of allocation for development and maintenance of stations including for Amrit Bharat Station Scheme are generally funded under Plan Head - 53 'Customer Amenities'. The details of funds allocated and expenditure incurred under this Head, since 2014 are as under:-

(Fig. in Rs. Crore)

<b>Funds allocated and expenditure incurred by the Indian Railways under Plan Head-53 'Customer Amenities'</b>		
<b>Year</b>	<b>Allocation</b>	<b>Expenditure</b>
2014-2015	1045.90	858.61
2015-2016	1200.12	1081.21
2016-2017	917.91	981.24
2017-2018	1470.79	1286.80
2018-2019	2410.72	1585.88
2019-2020	1881.40	1903.11
2020-2021	2615.15	2582.92
2021-2022	2344.55	1995.77
2022-2023	2897.73	2159.38
2023-2024	13354.98	2012.07 (till Sept., 2023)



1.5 The Ministry in their submissions has stated indicated that need assessment for station development projects is an iterative and continuous process. The process has been initiated for all 1309 stations identified under Amrit Bharat Station Scheme. The List of 1309 stations is at **ANNEXURE**.

1.6 On being asked about the parameters for selection/identification of stations under the scheme and whether suggestions of the State Governments were taken before arriving at the list of station to be up-graded, the Ministry in their written submission stated as under:

“Selection of stations is done based on proposals received from Zonal Railways, stations located in major cities and towns .Proposals/suggestions for improvement of railway stations are periodically received from general public, local bodies, State Governments, public representatives etc., and action are taken subject to feasibility. However, no compendium of the same is maintained.”

1.7 Further, Railway Board has informed that they had issued instructions to Zonal Railways regarding selection of Stations as under:

“It may be done based on suggestion of a committee comprising Sr DEN/Co, Sr DCM and Sr DFM with the approval of DRM, and as per the instructions given by Railway Board from time to time.”

1.8 On being asked about the ratio of expenditure among different States from the budget to ensure balanced development under the Scheme, the Ministry informed the Committee as under:

“The details of expenditure incurred for development and maintenance of stations are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities 'and not work-wise or State-wise .

The works under Amrit Bharat Station Scheme are funded under the 'Customer Amenities' Plan Head. The details of Railway wise budget

allotment/expenditure for the year 2023-24 (till October 2023) under Plan Head 'Customer Amenities' is as under:

<b>Railway</b>	<b>Allocation</b>	<b>Expenditure Till Oct 23 (in Cr)</b>
Central Railway	937.75	228.30
Eastern Railway	378.52	146.43
East Central Railway	781.52	151.15
East Coast Railway	699.66	130.55
Northern Railway	2799.53	400.14
North Central Railway	930.40	147.64
North Eastern Railway	273.50	98.46
Northeast Frontier Railway	400.91	76.65
North Western Railway	858.75	240.46
Southern Railway	1242.58	189.81
South Central Railway	961.86	213.44
South Eastern Railway	480.40	82.49
South East Central Railway	183.11	26.93
South Western Railway	468.21	94.61
Western Railway	1540.83	179.53
West Central Railway	401.41	66.22
Metro Railway	16.06	3.05
<b>Total</b>	<b>13355.00</b>	<b>2475.86</b>

## **OBJECTIVE OF AMRIT BHARAT STATION SCHEME**

1.9 The scheme has following objectives:

- I. The scheme aims at preparation of Master Plans of the Railway stations and Implementation of the Master Plan in phases to enhance the facilities including and beyond the Minimum Essential Amenities (MEA) and aiming for creation of Roof Plazas and city centres at the station in long run.
- II. The scheme shall aim to meet the needs of the stakeholders, station usage studies as far as possible based on availability of funds and inter-se priority.

- III. The scheme shall cater for introduction of new amenities as well as upgradation and replacement of existing amenities.
- IV. This scheme may also cover the stations where detailed techno-economic feasibility studies have been conducted or are being conducted but the work for construction of Roof Plazas has not been taken up yet, ensuring the phasing of Master Plan being suitably implemented and relocation of structures and utilities being given more emphasis in the phasing plans.

### **SCOPE OF WORK UNDER AMRIT BHARAT STATION SCHEME (ABSS)**

1.10 To meet the objectives of modernization/ up-gradation under ABSS, Railway Board came up with following set of pointers to outline the scope of work to be carried out:

- a. Rebuilding/ improvement/ augmentation of station building to provide an iconic structure with modern state-of-the-art facilities and futuristic design with a 40-60 year horizon;
- b. Integration with both sides of the city (station buildings on both sides of railway lines) as far as possible along with segregation of Arrival and Departure. Inclusion of large spaces accessible to general public and commercial spaces. Upgradation of connectivity to the stations for smooth traffic flow in coordination with the state government/ local bodies for widening, strengthening or creating new roads, pedestrian paths, cycle paths, skywalks and bridges etc. to improve accessibility and modal integration;
- c. Inside the station, passengers shall be provided comfortable minimal queuing, movements, waiting and availing facilities like ticketing, tapped potable drinking water, toilets and retail etc. Flexible access control provisions. The spaces inside the station and traffic circulation/parking facilities shall be well designed and must cater to the current and future projected traffic. For this purpose, modularity of construction shall be ensured such that facilities can be further upgraded in future, if required. Full length covered platforms shall also be provided for the convenience of the passengers as per the design of the station;
- d. Booking/Reservation Offices should preferably be housed inside the main station building. In case, due to design limitation, they are placed in a separate building, covered pathway in sync with the overall design of the station be provided;

e. Roof plaza/concourse shall be provided wherever possible, such that the passengers and other users can wait comfortably and enjoy superior and well-designed amenities for passengers like lounges, recreation areas, waiting areas, seating arrangement, shopping areas, restaurants/cafeterias, tapped potable drinking water points, restrooms, acoustically designed and soothing public announcement system, Wifi, ATMs, Tourist facilitation counters, medical facilities, charging points, Help- booths etc. Concourses shall be in multiples of 12/36/72/108m as far as possible. Departure and arrival passengers shall be segregated to the extent possible except at the platforms. As far as possible, Foot Over Bridge (FOBs) shall be used to supplement the concourses to segregate arrival/departures;

f. Aesthetically appealing solutions for platform surfaces, covers, furniture, OHE masts, through roofs as per need of the architectural scheme etc. shall be provided. Elements of local art and culture shall be included in the station's interiors;

g. The upgraded station complex must focus on user-experience. Solutions must be implemented for good illumination, combination of lift/escalators/travelators for a comfortable movement, logical way finding, signages, acoustics, vibration control, coverage of entire area by CCTV cameras, and emergency evacuation in case of fire/other incidences etc. The complete upgraded station complex shall be Divyang friendly;

h. Upgraded railway stations shall have elements of sustainability including but not limited to efficient energy/water conservation, superior waste management and shall as far as possible be driven through technologies like Supervisory Control and Data Acquisition (SCADA), Building Management System (BMS) etc.;

i. Well planned drop-off/pick up for passengers. Pre-defined places for Cabs/Aggregators, public transportation etc. Parkings at Station shall have charging points, preferably with fast charge facility, for Electric Vehicles for two, three and four wheelers, for public as well as private vehicles;

j. Development of Parcel area with connecting well-lit pathway for cart plying;

k. Station shall endeavour to optimally utilize the solar energy potential of the location;

I. Special focus may be given on improving tree cover of the station area;

1.11 In addition to the above enlisted work, Railway Board issued another set of pointers to enlarge the scope of work to be carried out under the ABSS as under:

- i. All improvement plans shall be made with help of architects/traffic planners and/or user experience consultants as decided by DRMs. The Master Plans should have elementary details of the most appropriate location of Roof Plaza to be created in future.
- ii. The scheme envisages cost efficient Improvement to facades, provision of wide, well lit aesthetically pleasing entrance porches.
- iii. Existing building usage shall be reviewed and space should be released in favour of passengers near the station entrances and the Railway offices should be suitably relocated.
- iv. The scheme aims to relocate redundant/old buildings in a cost efficient manner so that space is released for higher priority passenger related activities and future development may be carried out smoothly. Creation of new buildings should generally be avoided other than those required for relocation of old structures or relocation of structures to Improve circulation or provision of structures to Improve the size of waiting halls. Decision in this regard shall be taken by DRM considering all relevant factors.
- v. Attempts shall be made to club different grades/types of waiting halls and provide good cafeteria/retail facilities as far as possible. Suitable low level partitions may be done in waiting halls if required.
- vi. Provision for minimum two stalls for One Station One Product shall be made.
- vii. Space shall also be created for Executive Lounges and places for small business meetings.
- viii. At least one aesthetically designed hoarding(signage) on each side of the circulating area at a prominent location shall be erected for display of important Information etc. The size of such hoarding shall not be less than 10ftx20ft.
- ix. Station approaches should be improved to ensure smooth access by widening of roads, removal of unwanted structures, properly designed signages, dedicated pedestrian pathways, well planned parking areas, improved lighting etc. Necessary liaison should be established with local authorities for necessary improvements to be carried out by local authorities in their areas.

- x. Elements of landscaping, green patches and local art and culture should be used to create a pleasant experience for the station users. This should be done with the help of suitable professionals.
- xi. Second Entry Station Building and circulating area shall be improved as per the needs of the station. Wherever second entry building is not being provided presently, space for circulating area will be well planned and a liaison shall be established with the local bodies so that approach roads for second entry are kept in the city's Master Plan and development around the station is suitably controlled.
- xii. High level platforms (760-840 mm) shall be provided at all categories of stations. Length of the platforms shall generally be 600m.
- xiii. Length, location and phasing of Platform shelters shall be decided by DRM based on usage of the station. Generally, 16m long bays at not more than 100 m centre to centre distance may be taken as a reference.
- xiv. Ballastless tracks (BLT) should be provided on platform lines and lines with train maintenance facilities. Proposals and execution of works should be planned in suitable phases. Due care should be taken that provision of BLT on platform lines which are also mainlines should not lead to reduction of speed potential or cause Imposition of any speed restriction in future.
- xv. Drainage of platform areas is of utmost importance. Special emphasis shall be given to achieve self cleansing of drains as far as possible. Suitable cross drains, sump and pump arrangement may be provided where natural slopes are not adequate. Drains may be covered with aesthetically designed theft resistant covers.
- xvi. Cables should be laid in aesthetically designed duct or cable trays and should have provision for future cables as well.
- xvii. The Master Plan shall mark the space for Parcel handling spurs, storage and handling facilities etc. Works should also be proposed and executed in suitable phases.
- xviii. Provisions may be made such that the station provides free WIFI access to its users following all guidelines issued by DoT. The Master Plan should have suitable spaces earmarked for 5G tower/pole mounts.
- xix. Material finishes of elements, such as flooring, walls, structures, furniture, sanitary fittings, etc. within the public areas of the station where surfaces either come in direct physical contact of passengers or are visible to them should be highly durable (preferably washable), generally dustproof and need low maintenance.

- xx. The furniture available on Waiting halls, Platforms, Retiring Rooms, Offices shall be reviewed and intervention planned for more comfortable and durable furniture suitable to the Railway Stations of that area. In a phased manner, it shall be planned to eliminate multi-design furniture. Released furniture etc. may be suitably utilized on other stations/locations if deemed fit.
- xxi. All signages/display boards Including train Indication boards and coach guidance systems/boards should be positioned for intuitive way finding, should have good visibility and be aesthetically pleasing. Public announcement system should be designed with the help of suitable professionals to ensure quality.
- xxii. Escalators may be provided at NSG/1-4 and SG/1-2 category stations irrespective of footfall. Mode of procurement (works/stores) may be decided by DRMs. Planning for approval of GADS should be done well in advance to speed up the work of installation of escalator/lift and optimize the overall time schedule of commissioning.
- xxiii. Amenities for Divyangjan at stations shall be as per guidelines issued by Railway Board from time to time.
- xxiv. Ceremonial flags may be provided at appropriate space in the station.
- xxv. At least two station name boards should be LED based with good visibility for the passengers of trains passing through the station.
- xxvi. Circulating area boundary wall normally should not block the view of the station from outside. Access may be controlled by Iron/steel grill fencing.
- xxvii. Sufficient number of toilets shall be provided at all categories of stations with separate provisions for women and Divyangjan. Location of toilets should be appropriate to station usage, easily visible and accessible.
- xxviii. Gradual shift to sustainable and environmental friendly solutions as per availability of funds and condition of existing assets.
- xxix. Illumination levels specified vide Railway Board's letter no. 2008/Elect(G)/172/1 dated 08.03.2019 for the then A1 and A category stations shall be applicable for Amrit Bharat Stations (Annexure-I). To further Improve the overall look of a station through façade lighting, the Railways can decide on their own type of façade lighting based upon the layout of a particular station.
- xxx. CCTV surveillance system along with panic button at various location in the stations to be provided in consultation with security branch.
- xxxi. Any other item as considered necessary by DRM/GM.

1.12 The scale of amenities and facilities to be provided shall be finalized based on the broad guiding principles given above and stakeholder consultations. Further, for improvement beyond railway area, consultations shall be held with local bodies, Urban Transportation (Metro), other similar bodies and a comprehensive plan shall be prepared. The present Scheme shall also evolve with future instructions issued by Railway Board from time to time.

1.13 Chairperson, Railway Board who deposed before the Committee submitted the following in response to the query of the Committee about standardization of up-gradation:

“Regarding the standards for what kind of fittings to be used, what kind of layout for designs is needed for toilets, etc., I think we should be issuing a standardization document.....Yes, from the Board itself, we will try and issue some templates for the basic amenities.”

1.14 On being asked about details of international/national institute for architectural design regarding up-gradation viable for longer period of time, the Ministry of Railways in their written reply submitted as under:

“The Ministry of Railways through Zonal Railways and Rail Land Development Authority (RLDA), has engaged various consultants, Engineering institutes, National Institute of Design etc., for different design aspects of Railway Stations”

Amrit Bharat Station Scheme envisages development of stations as ‘city centres’ on a continuous basis with a long-term approach of 40 to 60 years. 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, Executive Lounges, nominated spaces for business meetings, landscaping etc. Keeping in view the necessity at each station. Accordingly, architectural as well as technical consultants are being engaged locally by the Railways and after conducting detailed studies and analysis of volume of traffic to be handled, master plans are prepared duly keeping the local context under consideration while conforming to fire/air ports requirements etc. It is thus endeavoured to make the upgradation process, sustainable in the long run. Regular



interactions with Zonal Railways are being carried out to improve the various design and execution aspects of the Railway Stations.”

1.15 On further being asked about the products and agencies involved with ‘Kiosks for local products through schemes like ‘One Station, One Product’ under ABSS and whether clearances have been sought with regard to products sold thereon, the Ministry of Railways in their written submission submitted as under:

“Ministry of Railways has launched “One Station One Product” (OSOP) scheme with objective to promote the ‘Vocal for Local’ vision of the Government of India, to provide a market for local/indigenous products and create additional income opportunities for the marginalized sections of the society. This scheme aims to provide enhanced opportunities for livelihood to local artisans, potters, weavers /handloom weavers, craftsmen etc, through provision of sale outlets at Railways Stations across the Country.

To fulfill the objective of the scheme and to benefit more and more people, individuals, artisans, weavers, craftsmen, etc associated with micro enterprises on the Udyam portal of Ministry of MSME and NGOs, PM Vishwakarma scheme, Social Organizations , State Govt. bodies etc have been allowed to participate in this scheme.

Moreover individuals, artisans, weavers, craftsmen enrolled/registered with central agencies such as TRIFED (Tribal Cooperative marketing Development Federation of India Limited), NHDC (National Handloom Development Corporation), KVIC (Khadi and Village Industries Commission), registered Self Help Groups with PMEGP (Prime Minister’s Employment Generation Programme) etc have also been considered under this scheme.

There is no agency involved in implementation of this scheme. Allotment of Kiosks is being done to all applicants on a periodical rotational basis. The applications can be directly submitted at stations.

The products category is indigenous/Geographical Indications (GI) tagged/local to that place and could include artefacts, handicrafts, textiles and handlooms, toys, leather products, traditional appliances/ instruments, garments, gems and jewellery, etc made by local artisans, weavers, craftsmen, tribes, etc and processed, semi processed and other food products indigenously made/grown in the area. Some of the products under OSOP scheme include Warli Painting, Bhagaia (Godda) silk, Ilkal sarees, Pattachitra & Pipli Applique, Sambalpuri sarees, Pochampally sarees, Tant handloom sarees, Ragi biscuit

Instructions have been issued to ensure compliance of all statutory requirements such as FSSAI, Waste management, Pollution Control etc. These instructions are being implemented across all units over Indian Railways.

Further, it is intimated that only 24 species of sea shells out of the known 3400 species require environmental clearance. Divisions under Southern Railways are being instructed to obtain an undertaking from outlets, ensuring that they do not engage in the sale of prohibited items and adhere to all legal regulations.”

1.16 When the Committee raised the concerns about the criteria laid down for development, maintenance and other amenities for each station under 'Amrit Bharat Station Scheme and consultation with local MP, the Ministry submitted in their written note as under:

'The criteria for selection of stations under Amrit Bharat Station Scheme are based on proposals received from Zonal Railways, stations located in major cities and towns .The scale of amenities and facilities to be provided is finalized based on broad guidelines of Amrit Bharat Station Scheme, footfall of the station, stakeholder consultation etc.

The Proposals/suggestions for improvement of railway stations are periodically received from public representatives such as MPs/MLAs etc., and appropriate action is taken subject to site feasibility. However, no compendium of the same is maintained'.

1.17 During the examination, when the Committee enquired whether the Ministry had taken a view of the stakeholders and Members of Parliament, the Chairperson, Railway Board deposed before the Committee as under:

“There is clear instruction that the stakeholders and the hon. MPs have to be consulted while finalising the designs of the Amrit Bharat stations..”

1.18 Replying to a specific query as to whether there is any proposal to include local bodies (like Municipal Bodies) in the execution of Amrit Bharat Station Scheme (ABSS), Ministry furnished the following:

“Development/redevelopment/up-gradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances for fire safety, heritage, tree cutting, air-port clearance, removal of encroachments, de-congestion of station approaches, augmentation of water/electricity supply, sewerage etc. Accordingly, local bodies are consulted as per the need of the project.”

1.19 When the Committee asked whether stations having “historical” significance and with a place in the world map (like Kali Banga in Rajasthan) is given special consideration, the Ministry submitted as under :

“Up-gradation/modernisation of Railway station 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. However, priority for upgradation/modernisation of station is accorded to higher category of station over lower category of station while sanctioning and executing the work. “

1.20 On being asked as to how the Ministry plans to roll out platform tickets and other toll charges after successful completion of ABSS, the Ministry in their written submission stated as

“No change in existing system of Platform tickets is envisaged in Amrit Bharat Scheme.”

1.21 When the Committee asked about the maintenance of infrastructure/amenities created under ABSS, the Ministry submitted as under:

“**Indian** Railways has an inbuilt mechanism to check the maintenance of infrastructure, which is being performed at various levels by concerned Railway officials as per guidelines laid down in the Indian Railways Engineering Code, Indian Railways Works Manual and Specification etc. This is a continuous process and the same mechanism will be applied to stations under Amrit Bharat Station Scheme.

1.22 When the Committee further asked as to whether the Ministry has come up with guidelines for benchmarking w.r.t. up-gradations/amenities planned (under ABSS) for ensuring uniformity across all the Stations in the country, the Ministry informed as under:

“Ministry of Railways has issued guidelines from time to time for implementation of Amrit Bharat Station Scheme so as to ensure uniformity in the proposals. However, designs are prepared as per category of stations, need, phasing & feasibility subject to relative importance of other works and as such, each station is envisaged to have a unique design.”

## PART-II

### **OBSERVATIONS/RECOMMENDATIONS**

#### **1. Need for dedicated Budget**

The allocation for development and maintenance of stations including for ABSS are generally funded under plan Head-53 “consumer amenities”. The Committee note that Ministry of Railways do not have an earmarked budget allocation for ABSS specifically but utilizes one for the Plan Head-53. The Committee further observe that the expenditure, under Customer Amenities, as per data furnished by Ministry of Railways, is at a very low pace in almost all Zones which indicates slow progress of upgradation work. The Committee are of the view that while embarking on the journey of modernization and upgradation of the station, Ministry of Railways should have created a sub-head under Plan Head-53 so as not only to make demarcation clear but also to map the pace of utilization/surplus-in a given year. In view of this, the Committee urge the Ministry to create a Sub-head for ABSS along with allocation to each zone earmarked explicitly in a bit to ensure balanced development/up-gradation of railway stations across the country. As the scheme of ABSS is in its first phase itself, the Committee strongly feel that Ministry can allocate the funds for the scheme exclusively with strict timelines for physical progress of work, which would enable the Ministry to evaluate allocation vis-à-vis its utilization zone-wise.

#### **2) Robust selection of Stations**

The up-gradation under ABSS has been planned for a total of 1309 Railway Stations wherein foundation laying has been done for a total 508 Railway Stations. In response to the query of the Committee regarding criteria for selection of stations, Ministry of Railways has submitted that

selection of stations is done based on proposals received from Zonal Railways, stations located in major cities and towns. .Proposals /suggestions for improvement of railway stations are periodically received from general public, local bodies, State Governments, public representatives etc., and action are taken subject to feasibility. However, no compendium of the same is maintained by them. Further, Ministry of Railways in one of their internal communications had instructed Zonal Railways to identify/select stations based on “suggestion of a committee comprising Sr DEN/Co, Sr DCM and Sr DFM with the approval of DRM, and as per the instructions given by Railway Board from time to time”. Taking cognizance of the dynamics of selection of stations under ABSS, the Committee hold that any Committee looking into selection of stations but merely comprising of railways officials can’t serve the purpose. They feel that a robust selection criteria along with a multi-faceted Committee comprising of different stakeholders from the same zone should be made to deliberate and decide the stations to be upgraded under ABSS. The Committee feel that the Ministry can evolve and implement a robust selection process by involving different stakeholders with effect from the next phase of the scheme.

### **3) Need for inter-se priority**

During the examination of the subject, the Ministry has informed that under ABSS, the stations are identified and communicated to them by the zonal Railways for up-gradation. Also, there is no priority fixed as to the segregation of Stations under different phases. The Committee further note that in some States, there are more stations to be upgraded in first phase than other smaller States. The Committee are of the strong view that Ministry should urge the zonal Railways to identify the Stations to be upgraded under ABSS on the basis of laid down criteria for inclusion in each phase. The Committee feel that, since zonal Railways are better equipped with the knowledge of developmental needs of each Station and its potential

expansion into a city centre in long run, it is the onus of zonal Railways to categorize Stations for up-gradation on the basis of priority/sequencing assigned.

#### **4) Benchmarking up-gradation**

During the deliberations, the Ministry has informed the Committee that they are yet to issue a “standardization document” for the up-gradation for stations identified under ABSS. The Committee are of the view that as more than 7000 stations are spread across the country, benchmark should be set up for toilets, platforms, ticket counters etc. and installation of fittings therein. The Committee, therefore, strongly hold that ABSS being a pan India scheme, the up-gradation should align stations in a uniform way and, therefore, urge the Ministry to issue comprehensive guidelines in the matters of standardization of fittings, CCTVs, WiFi, Station access, sound systems, furniture etc. to ensure uniformity across the stations.

#### **5) Need to rope in architectures**

India is a country of varied cultures where cultures/values dominate every region in its own unique way. The Committee are of the view that as up-gradations under ABSS are to stay for years to come, the scheme needs a visionary approach in design based on technically sound parameters of architecture so that with these designs at the stations will reverberate the set of cultures of the region. When the Ministry utilizes the services of specialists or a pool of architects, they can provide the design based on the culture of the region, which may be ensured in the structure of the railway stations. The Committee are also of the view that standardization of design and placement of foot-over bridges, escalators, lift and staircase accordingly,

will enable Zonal Railways to have uniformity in its implementation. The Committee, therefore, urge the Ministry to come up with certain standardized models of designs which can be mapped to stations on the basis of size and footfalls.

#### **6) Special Clause for “Certain Stations”**

The Committee note that Ministry of Railways have not identified/classified the Railway Stations based on their eccentric locations and all stations are clubbed together for carrying out up-gradation. However, there are Stations, in every State, which stand out either for their location or geographical proximity to international borders or tourist places or archaeological sites etc. The Committee feel that certain stations like Bettiah, Jainagar, Attari etc. (the Gateways of Nepal & Pakistan) and Peeli Banga close to “Kali Banga”, one of the civilizations of Mohenjo-Daro) are railway stations accessed by a large number of passengers including tourists and hence, require greater attention for up-gradation in comparison to other stations of these States for coverage under ABSS. The Committee, therefore, urge the Ministry to issue guideline to all Zonal Railways to identify Stations based on their strategic locations, archeological importance, tourist visit, proximity to the borders, etc so that such stations get covered in the next Phase of ABSS. The Committee would like to be apprised of the steps taken in this regard.

#### **7) Provision for Maintenance**

The Committee note that the scheme of ABSS has provisions for development of stations on a continuous basis with long-term approach but the maintenance contract for “up-gradations” so carried out under the scheme is not being done. The Committee observe that as ABSS is a comprehensive scheme designed for years, hence maintenance should form an integral part of the scheme. The Committee recommend that the Ministry



should revise the Guidelines as required and include maintenance as an integral part of the up-gradation contract for a minimum period of five years.

#### **8) Periodic Review/ Midterm Analysis/Vetting**

The Committee observe certain architectural anomalies in the “model of upgraded stations” as proposed under the ABSS. The Committee find that any “up-gradation model” proposed is not being sent for scrutiny/feasibility study by an independent expert/body who may analyze the proposals on different parameters and suggest improvement/change, if any, before going underway. Taking note of the fact that ABSS is a up-gradation scheme with a horizon of 40 to 60 years, encapsulating multi model integration with improvisation of passenger amenities, the Committee urge the Ministry to include provision of midterm analysis/periodic review/vetting, so that chances of anomaly can be ruled out altogether of proposed up-gradation either at concept or execution stage. If required, the guidelines may be revised to this effect.

#### **9) Stakeholders View**

Ministry of Railways has submitted that guidelines of ABSS do have provision for involving local bodies while taking up up-gradation work, however, there is no provision for involving local MPs. The Committee note that people’s representatives are the first stakeholders in the process of improving passenger amenities and hence their views should be incorporated while finalizing up-gradation/modernization plan for any public service. The Committee urge the Ministry that an expert group for every zone should be constituted wherein elected representatives, technical experts, representatives of local bodies and other stakeholders should be involved. The Committee, therefore, urge the Ministry to revise ABSS’s guidelines to that extent as it would go a long way in sorting out issues related to

requirement of land for access road, parking lots, local support etc. in upgradation of stations and peripheral work.

#### **10) Need for Automation**

The Scheme of ABSS aims at rebuilding/ improvement/ augmentation of railway station to provide an iconic design and structure with modern state-of-the-art facilities with a 40-60 year horizon. Though the Ministry of Railways has informed that there would not be any change in existing system of platform tickets even after the roll out of ABSS, the Committee feel that the Ministry should consider the change in system of platform tickets from physical to online wherever implementable as online platform tickets with an inbuilt automation to swipe/scan QR code for easy access would be economical and time saving at one hand. On the other, there would be no unauthorized/unpaid entry to the stations/platforms besides better safety. The Committee, therefore, urge the Ministry to make sincere efforts in imbibing technology with different aspects/up-gradations under ABSS, wherever implementable.

#### **11) Awareness on “One Station One Product”**

The Ministry of Railways has submitted that allotment of ‘Kiosks’ under ‘One Station One Product’ is being done to applicants for a specific period on rotational basis and the applications are directly submitted at the stations. The Committee note that due to this specific period application, several other artisans willing to participate might not be aware of the theme of “Kiosks” & “One Station one Product” and hence would not be able to apply. The Committee, therefore, desire that Ministry of Railways should make sincere efforts to popularize “One Station One Product” drive to the masses, especially in the rural areas so that even far located artisans can get a chance to showcase their product reflecting their uniqueness in arts/crafts.

For this, a dedicated hyperlink on its website may be given where any organization/individual can apply for allotment of kiosks and get the benefit thereof. The Committee would like to be apprised of the steps in this regard.

**12) Allied facilities such as Medical/Para-Medical facility**

The Committee are of the considered view that as the Ministry has embarked on the journey of upgrading the passenger amenities on the railway's physical infrastructure, it becomes imperative that other allied facilities also get upgraded for a passenger who uses railway as a mode of transport. The Committee urge the Ministry to identify all such related facilities and issue guidelines to all railway zones to ensure that all such facilities including medical/para-medical, are made available to the passengers on every platform/train.

**NEW DELHI;**  
**February, 2024**  
**Magha, 1945 (Saka)**

**DR. SANJAY JAISWAL**  
**CHAIRPERSON**  
**COMMITTEE ON ESTIMATES**

## List of Stations identified under Amrit Bharat Station Scheme

S.No.	State	Count	Name of Stations
1	Andhra Pradesh	72	Adoni, Anakapalle, Anantapur, Anaparthi , Araku, Bapatla , Bhimavaram Town , Bobbili Jn, Chipurupalli, Chirala, Chittoor, Cuddapah, Cumbum, Dharmavaram, Dhone, Donakonda, Duvvada, Elamanchili , Eluru, Giddalur, Gooty, Gudivada , Gudur, Gunadala, Guntur, Hindupur, Ichchpuram, Kadiri, Kakinada Town , Kottavalasa, Kuppam, Kurnool city , Macherla, Machilipatnam , Madanapalli Road, Mangalagiri, Markapuram Road, Matralayam Road, Nadikude Jn, Nandyal, Narasaraopet, Narsapur , Naupada Jn, Nellore, Nidadavolu, Ongole, Pakala, Palasa, Parvatipuram, Piduguralla, Piler, Rajampet, Rajamundry, Rayanapadu , Renigunta, Repalle, Samalkot , Sattenapalle, Simhachalam, Singaraykonda, Sri Kalahasti, Srikakulam Road, Sullurpeta, Tadepalligudem, Tadipatri, Tenali , Tirupati, Tuni, Vijayawada, Vinukonda, Vishakhapatnam, Vizianagaram Jn
2	Arunachal Pradesh	1	Naharalagun (Itanagar)
3	Assam	50	Amguri, Arunachal, Chaparmukh, Dhemaji, Dhubri, Dibrugarh, Diphu, Duliajan, Fakiragram Jn., Gauripur, Gohpur, Golaghat, Gosai gaon halt, Guwahati, Haibargaon, Harmuti, Hojai, Jagiroad, Jorhat Town, Kamakhya, Kokrajhar, , Ledo, Lumding, Majbat, Makum Jn, Margherita, Mariani, Murkeongselek, Naharkatiya, Nalbari, Namrup, Narangi, New Bongaigaon, New Haflong, New Karimganj, New Tinsukia, North Lakhimpur, Pathsala, Rangapara North, Rangiya Jn, Sarupathar, Sibsagar Town, Silapathar, Silchar, Simaluguri, Tangla, Tinsukia, Udalguri, Viswanath Chariali
4	Bihar	92	Anugraha Narayan Road, Ara, Arariya Court, Bakhtiyarpur, Banka, Banmankhi, Bapudham Motihari, Barauni, Barh, Barsoi Jn, Begusarai, Bettiah, Bhabua Road, Bhagalpur, Bhagwanpur, Bihar Sharif, Bihiya, Bikramganj, Buxar, Chakia, Chausa, Chhapra, Dalsingh Sarai, Darbhanga, Dauram Madhepura, Dehri On Sone, Dholi, Dighwara, Dumraon, Durgauti, Ekma, Fatuha, Gaya, Ghorasahan, Guraru, Hajipur

S.No.	State	Count	Name of Stations
			Jn, Jamalpur, Jamui, Janakpur Road, Jaynagar, Jehanabad, Kahalgaon, Karhagola Road, Khagaria Jn, Kishanganj, Kudra, Labha, Laheria Sarai, Lakhisarai, Lakhminia, Madhubani, Maheshkhunt, Mairwa, Mansi Jn, Mashrakh, Motipur, Munger, Muzaffarpur, Nabinagar Road, Narkatiaganj, Naugachia, Nawadah, Paharpur, Piro, Pirpainti, Rafiganj, Raghunathpur, Rajendra Nagar, Rajgir, Ram Dayalu Nagar, Raxaul, Sabaur, Sagauli, Saharsa, Sahibpur Kamal, Sakri, Salauna, Salmari, Samastipur, Sasaram, Shahpur Patoree, Shivanarayanpur, Simri Bakhtiyarpur, Simultala, Sitamarhi, Siwan, Sonpur Jn., Sultanganj, Supaul, Taregna, Thakurganj, Thawe
5	Chattisgarh	32	Akaltara, Ambikapur, Baikunthpur Road, Balod, Baradwar, Belha, Bhanupratappur, Bhatapara, Bhilai, Bhilai Nagar, Bhilai Power House, Bilaspur, Champa, Dallirajhara, Dongargarh, Durg, Hathbandh, Jagdalpur, Janjgir Naila, Korba, Mahasamund, Mandir Hasaud, Marauda, Nipania, Pendra Road, Raigarh, Raipur, Rajnandgaon, Sarona, Tilda-Neora, Urkura, Uslapur
6	Delhi	13	Adarshnagar Delhi, Anand Vihar, Bijwasan, Delhi, Delhi Cantt., Delhi Sarai Rohilla, Delhi Shahadra, Hazrat Nizamuddin, Narela, New Delhi, Sabzi Mandi, Safdarjung, Tilak Bridge
7	Goa	3	Madgaon, Sanvordem, Vasco-da-gama
8	Gujarat	87	Ahmedabad, Anand, Ankleshwar, Asarva, Bardoli, Bhachau, Bhaktinagar, Bhanvad, Bharuch, Bhatiya, Bhavnagar, Bhestan, Bhildi, Bilimora (NG), Bilimora Jn, Botad Jn., Chandlodia, Chorvad Road, Dabhoi Jn, Dahod, Dakor, Derol, Dhrangadhra, Dwarka, Gandhidham, Godhra Jn, Gondal, Hapa, Himmatnagar, Jam Jodhpur, Jamnagar, Jamwanthali, Junagadh, Kalol, Kanalus Jn., Karamsad, Keshod, Khambhaliya, Kim, Kosamba Jn., Lakhtar, Limbdi, Limkheda, Mahemadabad & Kheda road, Mahesana, Mahuva, Maninagar, Mithapur, Miyagam Karjan, Morbi, Nadiad, Navsari, New Bhuj, Okha, Padadhari, Palanpur, Palitana, Patan, Porbandar, Pratapnagar, Rajkot, Rajula Jn., Sabarmati

S.No.	State	Count	Name of Stations
			(BG & MG), Sachin, Samakhiali, Sanjan, Savarkundla, Sayan, Siddhpur, Sihor Jn., Somnath, Songadh, Surat, Surendranagar, Than, Udhna, Udvada, Umargaon Road, Unjha, Utran, Vadodara, Vapi, Vatva, Veraval, Viramgam, Vishvamitri Jn., Wankaner
9	Haryana	34	Ambala Cantt., Ambala City, Bahadurgarh, Ballabgarh, Bhattu, Bhiwani Jn, Charkhi Dadri, Faridabad, Faridabad NT, Gohana, Gurugram, Hansi, Hisar, Hodal, Jind, Kalanwali, Kalka, Karnal, Kosli, Kurukshetra, Loharu, Mahendragarh, MandiAdampur, Mandi Dabwali, Narnaul, Narwana, Palwal, Panipat, Pataudi Road, Rewari, Rohtak, Sirsa, Sonipat, Yamunanagar Jagadhari
10	Himachal Pradesh	4	Amb Andaura, Baijnath Paprola, Palampur, Shimla
11	Jharkhand	57	Balsiring, Bano, Barajamda Jn, Barkakana, Basukinath, Bhaga , Bokaro Steel City , Chaibasa, Chakradharpur, Chandil , Chandrapura, Daltonganj, Dangoaposi, Deoghar, Dhanbad, Dumka, Gamharia, Gangaghat, Garhwa Road, Garhwa Town, Ghatsila, Giridih, Godda, Govindpur Road, Haidarnagar, Hatia, Hazaribagh Road, Jamtara, Japla, Jasidih, Katrasgarh, Koderma, Kumardhubi, Latehar, Lohardaga, Madhupur, Manoharpur, Muhammadganj, Muri, N.S.C.B. Gomoh, Nagaruntari, Namkom, Orga, Pakur, Parasnath, Piska, Rajkharswan, Rajmahal, Ramgarh Cant, Ranchi, Sahibganj, Sankarpur, Silli, Sini, Tatanagar, Tatisilwai, Vidyasagar
12	Karnataka	56	Almatti, Alnavar, Arsikere Junction, Badami, Bagalkot, Ballary, Bangalore Cantt., Bangarpet, Bantawala, Belagavi, Bidar, Bijapur, Chamaraja Nagar, Channapatna, Channasandra, Chikkamagaluru, Chikkodi Road, Chitradurga, Davangere, Dharwad, Dodballapur, Gadag, Gangapur Road, Ghataprabha, Gokak Road, Harihar, Hassan, Hosapete, Kalaburagi, Kengeri, Kopal, Krantivira Sangolli Rayanna (Bengaluru Station), Krishnarajapuram, Malleswaram, Malur, Mandya, Mangalore Central, Mangalore Jn., Munirabad, Mysore, Raichur, Ramanagaram, Ranibennur, Sagar Jambagaru, Sakleshpur, Shahabad, Shivamogga Town, Shree Siddharoodha Swamiji Hubballi Jn, Subramanya Road, Talguppa, Tiptur, Tumakuru,

S.No.	State	Count	Name of Stations
			Wadi, Whitefield, Yadgir, Yesvantpur
13	Kerala	35	Alappuzha , Angadippuram, Angamali For Kaladi , Chalakudi , Changanassery, Chengannur , Chirayinikil, Ernakulam, Ernakulam Town, Ettumanur, Ferok, Guruvayur, Kannur, Kasargod, Kayankulam , Kollam, Kozhikode, Kuttippuram, Mavelikara, Neyyatinkara , Nilambur Road, Ottappalam, Parappanangadi, Payyanur, Punalur, Shoranur Jn., Thalassery, Thiruvananthapuram, Thrisur, Tirur, Tiruvalla , Tripunithura, Vadakara, Varkala, Wadakancheri
14	Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, Biyavra Rajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Hoshangabad, Indore, Itarsi Jn., Jabalpur, Junnor Deo, Kareli, Katni Jn, Katni Murwara, Katni South, Khachrod, Khajuraho, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi, Mandla fort, Mandsaur, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda, Nainpur, Narsinghpur, Neemuch, Nepanagar, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umariya, Vidisha, Vikramgarh Alot
15	Maharashtra	126	Ahmednagar, Ajni (Nagpur), Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Aurangabad, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar , Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharmabad , Dhule, Diva, Dudhani, Gangakher , Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar , Hinganghat, Hingoli Deccan, Igatpuri, Itwari, Jalna, Jeur, Jogeshwari, Kalyan, Kamptee, Kanjur Marg, Karad,

S.No.	State	Count	Name of Stations
			Katol, Kedgaon, Kinwat , Kolhapur, Kopargaon, Kurduwadi, Kurla, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand, Lonavla, Lower Parel, Malad, Malkapur, Manmad, Manwath Road , Marine Lines, Matunga, Miraj, Mudkhed , Mumbai Central, Mumbra, Murtijapur, Nagarsol , Nagpur, Nandgaon, Nandura, Nandurbar, Narkher, Nasik Road, Osmanabad, Pachora, Palghar, Pandharpur, Parbhani , Parel, Parli Vajjnath, Partur, Phaltan, Prabhadevi, Pulgaon, Pune Jn., Purna , Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu , Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim , Wathar
16	Manipur	1	Imphal
17	Meghalaya	1	Mehendipathar
18	Mizoram	1	Sairang (Aizawl)
19	Nagaland	1	Dimapur
20	Odisha	57	Angul, Badampahar, Balangir, Balasore, Balugaon, Barbil, Bargarh Road, Baripada, Barpali, Belpahar, Betnoti, Bhadrak, Bhawanipatna, Bhubaneswar, Bimlagarh, Brahmapur, Brajrajnagar, Chatrapur, Cuttack, Damanjodi, Dhenkanal, Gunupur, Harishanker Road, Hirakud, Jajpur-Keonjhar road, Jaleswar, Jaroli, Jeypore, Jharsuguda, Jharsuguda Road, Kantabanji, Kendujhargarh, Kesinga, Khariar Road, Khurda road, Koraput, Lingaraj Temple Road, Mancheswar, Meramandali, Muniguda, New Bhubaneswar, Panposh, Paradeep, Parlakhemundi, Puri, Raghunathpur, Rairakhola, Rairangpur, Rajgangpur, Rayagada, Rourkela, Sakhi Gopal, Sambalpur, Sambalpur city, Talcher, Talcher Road, Titlagarh Jn.
21	Punjab	30	Abohar, Amritsar, Anandpur Sahib, Beas, Bhatinda Jn, Dhandari Kalan, Dhuri, Fazilka, Firozpur Cantt, Gurdaspur, Hoshiarpur, Jalandhar Cantt., Jalandhar City, Kapurthala, Kotkapura, Ludhiana, Malerkotla, Mansa, Moga, Muktsar,



S.No.	State	Count	Name of Stations
			Nangal Dam, Pathankot Cantt., Pathankot City, Patiala, Phagwara, Phillaur, Rup Nagar, Sangrur, SASN Mohali, Sirhind
22	Rajasthan	83	Abu Road, Ajmer, Alwar, Asalpur Jobner, Balotra, Bandikui, Baran, Barmer, Bayana, Beawar, Bharatpur, Bhawani Mandi, Bhilwara, Bijainagar, Bikaner, Bundi, Chanderiya, Chhabra Gugor, Chittorgarh Jn., Churu, Dakaniya Talav, Dausa, Deeg, Degana, Deshnoke, Dholpur, Didwana, Dungarpur, Falna, Fatehnagar, Fatehpur Shekhawati, Gandhinagar Jaipur, Gangapur City, Gogameri, Gotan, Govind Garh, Hanumangarh, Hindaun City, Jaipur, Jaisalmer, Jalor, Jawai Bandh, Jhalawar City, Jhunjhunu, Jodhpur, Kapasan, Khairthal, Kherli, Kota, Lalgarh, Mandal Garh, Mandawar Mahwa Road, Marwar Bhinmal, Marwar Jn., Mavli Jn., Merta Road, Nagaur, Naraina, Nim ka Thana, Nokha, Pali Marwar, Phalodi, Phulera, Pindwara, Raisinghnagar, Rajgarh, Ramdevra, Ramganj Mandi, Rana Pratapnagar, Rani, Ratangarh, Ren, Ringas, Sadulpur, Sawai Madhopur, Shri Mahaveerji, Sikar, Sojat Road, Somesar, Sri ganganagar, Sujangarh, Suratgarh, Udaipur City
23	Sikkim	1	Rangpo
24	Tamil Nadu	75	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dindigul, Dr. M.G. Ramachandran Central, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari, Karaikkudi, Karur Jn., Katpadi, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn., Mettupalayam, Morappur, Nagercoil Jn., Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn., Pollachi, Polur, Pudukkottai, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripullyur, Tirupattur, Tiruppur, Tiruttani, Tiruvallur, Tiruvannamalai, Tuticorin,

S.No.	State	Count	Name of Stations
			Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn.
25	Telangana	40	Adilabad, Basar, Begumpet, Bhadrachalam Road, Gadwal, Hafizpeta, Hi-tech city, Huppuguda, Hyderabad, Jadcherla, Jangaon, Kacheguda, Kamareddi, Karimnagar, Kazipet Jn, Khammam, Lingampalli, Madhira, Mahabubabad, Mahbubnagar, Malakpet, Malkajgiri, Manchiryal, Medak, Medchal, Miryalaguda, Nalgonda, Nizamabad, Peddapalli, Ramagundam, Secunderabad, Shadnagar, Sri Bala Brahmeswara Jogulamba, Tandur, Umdanagar, Vikarabad, Warangal, Yadadri, Yakutpura, Zahirabad
26	Tripura	4	Agartala, Dharmanagar, Kumarghat, Udaipur
27	UT of Chandigarh	1	Chandigarh
28	UT of Jammu & Kashmir	4	Budgam, Jammu Tawi, Shri Mata Vaishno Devi Katra, Udhampur
29	UT of Puducherry	3	Karaikal, Mahe, Puducherry
30	Uttar Pradesh	156	Achnera, Agra Cantt., Agra Fort, Aishbagh, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar, Aonla, Ayodhya, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Balamau, Ballia, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, 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,

S.No.	State	Count	Name of Stations
			Khorsanroad, Khurja Jn., Kosi Kalan, 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., Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai, Vyasnagar, Zafarabad
31	Uttarakhand	11	Dehradun, Haridwar Jn., Harrawala, Kashipur, Kathgodam, Kichha, Kotdwar, Lalkuan Jn., Ramnagar, Roorkee, Tanakpur
32	West Bengal	98	Adra , Alipur duar Jn., Aluabari Road, Ambika kalna, Anara, Andal Jn., Andul, Asansol Jn., Azimganj, Bagnan, Bally, Balurghat, Bandel Jn., Bangaon Jn., Bankura , Barabhum, Barasat, Barddhaman, Barrackpore, Belda, Berhampore court, Bethuadahari, Bhaluka Road, Binnaguri, Bishnupur, Bolpur Shantiniketan, Burnpur, Canning, Chandan nagar, Chandpara, Chandrakona Road, Dalgaon, Dalkhola, Dankuni, Dhulian Ganga, Dhupguri, Digha, Dinhata, DumDum Jn., Falakata, Garbeta, Gede, Haldia, Haldibari, Harishchandrapur, Hasimara, Hijli, Howrah, Jalpaiguri, Jalpaiguri Road, Jangipur Road, Jhalida, Jhargram, Joychandi pahar, Kaliyaganj, Kalyani Ghoshpara, Kalyani Jn, Kamakhyaguri, Katwa Jn., Khagraghat Road, Kharagpur, Kolkata, Krishnanagar City Jn, Kumedpur, Madhukunda, Madhyamgram, Malda Court, Malda Town, Mecheda, Midnapur, Nabadwip Dham, Naihati Jn., New Alipurduar, New Cooch Behar, New Farakka, New Jalpaiguri, New Mal Jn., Panagarh, Pandabeswar, Panskura, Purulia Jn., Rampurhat, Sainthia Jn, Salboni, Samsi, Sealdah, Shalimar,

S.No.	State	Count	Name of Stations
			Shantipur, Sheoraphuli Jn., Siliguri, Sitarampur, Siuri, Sonarpur Jn., Suisa, Tamluk, Tarakeswar, Tulin, Uluberia

**MINUTES OF NINTH SITTING OF THE COMMITTEE ON ESTIMATES**

**(2023-2024)**

The Committee sat on Wednesday, the 26<sup>th</sup> October, 2023 from 1100 hrs. to 1235 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

**PRESENT**

Dr. Sanjay Jaiswal – Chairperson

**Members**

2. Kunwar Danish Ali
3. Shri P. P. Chaudhary
4. Shri Nihal Chand Chauhan
5. Shri K. Muraleedharan
6. Shri Srinivas Kensineni
7. Shri Pinaki Misra
8. Shri S. S. Palanimanickam
9. Shri Prathap Simha
10. Shri Jugal Kishore Sharma
11. Shri R. K. Singh Patel
12. Shri Rajiv Pratap Rudy

## SECRETARIAT

1. Shri Muraleedharan. P - Director

### Representatives of the Ministry of Railways

1. Smt. Jaya Varma Sinha Chairman & Chief Executive Officer,  
Railway Board & Ex. Officio Principal  
Secretary to the Government of India
2. Smt. Uma Ranade Addl. Member (Budget)
3. Shri Dinesh Kumar Addl. Member (L&A)
4. Shri Anil Kumar Principal Executive Director (Gati  
Khandelwal Shakti)
5. Shri Devendra Kumar Principal Executive Director  
(Coaching)

2. At the outset, Hon'ble Chairperson welcomed the Members of the Committee and informed them about the agenda of the Sitting.

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3. Thereafter, the Chairperson welcomed the Chairman, Railway Board and other senior officials of the Ministry to the sitting of the Committee convened to have briefing on the subject 'Progress of Amrit Bharat Station Scheme'. Their attention was also drawn to Direction 55(1) of 'Directions by the Speaker, Lok Sabha' about confidentiality of the proceedings of the Committee.

4. A senior representative from the Ministry made a power point presentation on the subject. The presentation highlighted inter-alia various issues like modernization and up-gradation of passenger amenities with an element of

flexibility, provision of master-planning with commercial development as a pre-requisite, steps for seamless multi-modal connectivity with a focus on long term approach (say 40 to 60 years), architectural planning, creation of city centre, seamless integration of different modes of transport within a city, providence of CCTV coverage and access control, creation of 'Roof plaza', standardization of signage, comprehensive facilities for especially-abled passengers with inclusion of Braille as well, focus on restoring the heritage of a city while executing up-gradation, element of expansion while creating provision of services, etc.

5. Thereafter, the Chairperson and Members of the Committee raised several queries on issues related to the subject, viz, status of Phase-I of the scheme, detailed list of stations covered under Phase-II, timeline of inauguration of the remaining stations (800 no.) under the scheme, participation of local bodies, funds earmarked for the development of every Stations under Phase-I and Phase – II, details of benchmarking w.r.t. up-gradations/amenities planned, proposals to deal with congestion at the entrance of railway station, ways to imbibe/traditional ethics of a place in the image of railway station under ABSS, roll out platform tickets and other toll charges after successfully completion of ABSS, over-lapping of ABSS and Model Station Scheme with regard to development of stations, live tracking system for all the trains in the country etc.

6. The representatives of the Ministry responded to the queries raised by the Members. The Chairperson then thanked the representatives of the Ministry and asked them to furnish written replies to the queries which remained unanswered, within two weeks.

7. The witnesses, then, withdrew.

8. A verbatim record of the proceedings has been kept.

The Committee, then, adjourned.

**MINUTES OF THE SEVENTEENTH SITTING OF THE COMMITTEE ON  
ESTIMATES (2023-2024)**

The Committee sat on Thursday, the 1<sup>st</sup> February, 2024 from 1000 hrs. to 1045 hrs in Room No. '52-B', First Floor, Samvidhan Sadan, New Delhi.

**PRESENT**

Dr. Sanjay Jaiswal – Chairperson

**MEMBERS**

2. Shri Dharmendra Kumar Kashyap
3. Shri P.P. Chaudhary
4. Shri K. Muraleedharan
5. Shri Magunta Srinivasulu Reddy
6. Shri Rajiv Pratap Rudy
7. Shri Francisco Cosme Sardinha
8. Shri Pratap Simha
9. Shri Jugal Kishore Sharma
10. Shri Sumedhanand Saraswati
11. Shri Mohanbhai Kalyanji Kundariya
12. Shri Nihal Chand Chauhan
13. Kunwar Danish Ali
14. Shri Sudarshan Bhagat

**SECRETARIAT**

1. Shri Santosh Kumar - Joint Secretary
2. Shri Muraleedharan. P - Director



2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee then took up for consideration and adoption of the following draft Reports:

- (i) Draft Report on the subject “Progress on Amrit Bharat Station Scheme”; and
- (ii) XXX                      XXX                      XXX

3. The Committee after due deliberations adopted the draft Reports. The Committee then, authorised the Chairperson to finalize the draft Reports on the basis of factual verification received from the concerned Ministry and present the same to Lok Sabha.

***The Committee, then, adjourned.***