

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO.1585**  
**ANSWERED ON 15.12.2023**

**AMRIT BHARAT STATION SCHEME**

1585 SHRI R. DHARMAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) the salient features of the Amrit Bharat Station Scheme;
- (b) the details of number of stations identified under this scheme within Tamil Nadu so far;
- (c) the details of the funds sanctioned, allocated and utilised under this scheme within Tamil Nadu so far; and
- (d) the details of the target set and achievements made so far and the steps being taken by Government for timely completion of the work identified under this scheme in Tamil Nadu?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d) A Statement is laid on the Table of the House.

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 1585 BY SHRI R. DHARMAR ANSWERED IN RAJYA SABHA ON 15.12.2023 REGARDING AMRIT BHARAT STATION SCHEME**

(a) to (d) The Amrit Bharat Station Scheme has been launched for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, 'Roof Plazas' as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

So far 1309 Railway Stations have been identified under this scheme including 75 numbers of stations in the State of Tamil Nadu. The list of 75 stations identified to be taken up under the Amrit Bharat Station Scheme in the State of Tamil Nadu is given below:

State	Name of Stations
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, Kanniya kumari Terminus, Karaikkudi Jn, KarurJn, Katpadi Jn, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn, Mettupalayam, Morappur, Nagercoil Jn, Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn, Pollachi Jn, Polur, Pudukkottai, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St. Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn, Tiruchendur, Tirunelveli Jn, Tirupadripulyur, Tirupattur, Tiruppur, Tiruttani, Tiruvallur, Tiruvannamalai, Tuticorin, Udagamandalam, Vellore Cantt., VillupuramJn, Virudhunagar, Vriddhachalam Jn.

The details of allocation and expenditure for development and maintenance of stations are maintained zonal Railway-wise and not state-wise or station-wise or scheme-wise. Development of stations and provision of Passenger amenities are generally funded under Plan Head – 53 'Customer Amenities'. During the year 2020-21, 2021-22 and 2022-23 total

₹ 6737.97 crore expenditure has been incurred under Plan Head – 53 over Indian Railways and the allocation for the current year is ₹ 13355 crore.

Further, development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, air-port clearance etc. The progress also gets affected due to 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 high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

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