

State	Name of Stations
Uttarakhand (7)	Dehradun, Haridwar, Kathgodam, Roorkee, Rishikesh, Kashipur and Lalkuan.
West Bengal (70)	Alipurduar Jn., Adra, Alubari Road, Andal Jn., Asansol, Bagnan, Bandel, Bardhaman, Barasat, Basirhat, Bishnupur, Bolpur, Budge Budge, Baruipur Jn., Bidhannagar Road, Bongaon, Canning, Contai Road, Cooch Behar, New Cooch Behar, Dalkolha, Dhakuria, Dum Dum, Dankuni, Durgapur, Garia, Garbeta, Ghutiari Sharif, Ghum, Harishchandrapur, Howrah, Jalpaiguri, Jhargram, Kharagpur, Krishnagar Road, Kulti, Kolaghat, Labpur, *Maal Bazar, Madhyamgram, Malda Town, Mecheda, Midnapore, Murshidabad, New Alipurduar, New Jalpaiguri, New Farakka, Nabadwip Dham, New Mal Jn., Raniganj, Ranaghat Jn., Raiganj, Siliguri Town, Santragachi Jn., Sealdah, Sonarpur, Sainthia, Tamluk, Tollyganj, Tarakeswar, *Ultadanga Jn., Ulubaria, Barrackpur, Naihati, Rishra, Srirampur, Rampurhat, Sheoraphulli, Chandannagar and Purulia. *Closed

(d) The expenditure on works of development of stations under modernisation schemes including Model Station Scheme is generally funded under Plan Head-‘Passenger Amenities’. The zone-wise expenditure under Plan Head ‘Passenger Amenities’ on Indian Railways, during the last three years and the current year is as under:-

Expenditure			(₹ in crore)
2011-12	2012-13	2013-14	2014-15 (upto Jan.15)
834.43	842.14	857.73	594.14

(e) All the stations identified under Model Station Scheme have been developed.

Bringing entire Odisha under one zone

1910. SHRI PYARIMOHAN MOHAPATRA : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways are considering to carve out zones co-terminus with Telangana and Andhra Pradesh; and

(b) if so, whether Railways would consider bringing the entire Odisha within one zone for better synergy and more effective implementation of railway projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) : (a) and (b) No, Sir. New Zones and Divisions on Indian Railways are set up keeping in view various factors like size, workload, accessibility, traffic pattern and other operational/administrative requirements, consistent with the needs of economy and efficiency. The Zones and Divisions on Indian Railways are neither based on the State/District boundaries nor are created on the basis of regional/geographical considerations.

Modernising railway stations

1911. SHRI PANKAJ BORA : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government proposes to revamp, transform and modernise railway stations in the country, if so, the details of visualization and proposals therefor;

(b) the details of financial arrangements to modernise the stations' premises; and

(c) the policy and financial terms to be provided to the players participating in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) : (a) to (c) Yes, Sir. Upgradation of stations has been undertaken under Adarsh Station Scheme. Selection of railway stations as Adarsh Stations is based on the identified need for upgradation of amenities. Since the year 2009, stations upgradation is done under Adarsh Station Scheme. 1052 stations have been identified under Adarsh Station Scheme out of which 925 stations have been developed so far. The expenditure on development of stations under Adarsh Station Scheme is generally funded under Plan Head- 'Passenger Amenities'.

In addition, 7 stations have been entrusted to Indian Railway Stations Development Corporation Limited/Rail Land Development Authority for redevelopment to international standards. Two stations are identified for prefeasibility studies by China Railway Construction Engineering Group at their cost under an MOU between Indian Railways and National Railway Administration, Government of the People's Republic of China. Further, it has also now been decided to offer identified stations for redevelopment on 'as is where is' basis by inviting open bids from interested parties with their design and