

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 909**  
**ANSWERED ON 09.02.2024**

**AMRIT BHARAT STATIONS SCHEME IN ODISHA**

909 DR. PRASHANTA NANDA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of railway stations redeveloped as World Class and Amrit Bharat Stations scheme in Odisha, name-wise;
- (b) the funds allocated and expenditure that has been made so far in last two years;
- (c) the physical progress of construction of each railway station in the State under the above scheme; and
- (d) the railways' target to complete each railway station's construction work?

**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. 909 BY DR. PRASHANTA NANDA ANSWERED IN RAJYA SABHA ON 09.02.2024 REGARDING AMRIT BHARAT STATIONS SCHEME IN ODISHA**

(a) to (d): Ministry of Railways has launched 'Amrit Bharat Station scheme' for development of 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 such station.

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

So far, 1318 number of stations including 58 stations in the state of Odisha have been identified for development/redevelopment under this scheme. The stations as identified under this Scheme in the State of Odisha are as under:

<b>List of 58 stations identified under Amrit Bharat Station Scheme in the State of Odisha</b>
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, Rairakhol, Rairangpur, Rajgangpur, Rayagada, Rourkela, Sakhi Gopal, Sambalpur, Sambalpur city, soro, Talcher, Talcher Road, Titlagarh 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’. There are only 03 Zonal Railways, viz. South Eastern Railway (SER), South East Central Railway (SECR) and East Coast Railway (ECoR) which cater to the State of Odisha. During the year 2021-22, 2022-23 total ₹ 522.65 crores expenditure has been incurred under Plan Head-53 and total allocation for the current year is ₹1204.7 crores to these railway Zones.

Modernization/Development 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, 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.

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