

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 2022/GS/Stn. Dev.-I/08/70

New Delhi, dated: 23.12.2022

**The General Managers,
All Zonal Railways.**

**Vice Chairman,
Rail Land Development Authority,
DMRC Building, Ajmeri Gate,
New Delhi.**

Sub: Amrit Bharat Station Scheme for Indian Railways.

Ministry of Railways has formulated the policy for Major Upgradation of Railway Stations vide its letter no. 2021/Stn. Dev.- I/08/18 dated 04.05.2022 and 03.10.2022 which envisages complete redevelopment of Railway stations, creation of city centres along with provision of Roof Plazas. While creation of city centres and Roof Plazas is the ultimate target for development of stations, it is essential that development at stations gradually moves in this direction with minimal duplication of expenditure. In view of the above, a new policy for modernization of stations named "Amrit Bharat Station Scheme" has been conceptualized. Amrit Bharat Station scheme envisages development of stations on a continuous basis with a long term vision. It is based on Master Planning for long term and implementation of the elements of Master Plan as per the needs and patronage of the station.

2. Modality of scheme:

The Amrit Bharat Station scheme shall generally be executed through various umbrella works for Customer Amenities Plan Head(PH-53) sanctioned from time to time. Existing Umbrella works of PH-53 can also be used to achieve the objectives of the scheme. DRMs can phase the hiring of suitable experts at different times as per needs of the station and engaging all experts in one go is not mandatory. Works may also be planned in different stages under different umbrellas as per the needs of the Master Plan.

3. Broad objectives:

- 3.1 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.
- 3.2 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.
- 3.3 The scheme shall cater for introduction of new amenities as well as upgradation and replacement of existing amenities.
- 3.4 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.

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4. Scope of Work:

To meet the above objectives, following broad scope of work is envisaged for stations selected under the Amrit Bharat Station scheme in order to achieve the instructions issued vide letter no. 2021/Stn. Dev.- I/08/18 dated 04.05.2022 and 03.10.2022:

- 4.1 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.
- 4.2 The scheme envisages cost efficient improvement to facades, provision of wide, well lit aesthetically pleasing entrance porches.
- 4.3 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.
- 4.4 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.
- 4.5 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.
- 4.6 Provision for minimum two stalls for One Station One Product shall be made.
- 4.7 Space shall also be created for Executive Lounges and places for small business meetings.
- 4.8 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 10mx20m.
- 4.9 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.
- 4.10 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.
- 4.11 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.
- 4.12 High level platforms(760-840 mm) shall be provided at all categories of stations. Length of the platforms shall generally be 600m.
- 4.13 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.
- 4.14 Ballastless tracks(BLT) should be provided on platform lines and lines with train maintenance facilities. Proposals and execution of works should be planned in

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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.

4.15 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.

4.16 Cables should be laid in aesthetically designed duct or cable trays and should have provision for future cables as well.

4.17 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.

4.18 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.

4.19 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.

4.20 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.

4.21 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.

4.22 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.

4.23 Amenities for Divyangjan at stations shall be as per guidelines issued by Railway Board from time to time.

4.24 Ceremonial flags may be provided at appropriate space in the station.

4.25 At least two station name boards should be LED based with good visibility for the passengers of trains passing through the station.

4.26 Circulating area boundary wall normally should not block the view of the station from outside. Access may be controlled by iron/steel grill fencing.

4.27 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.

4.28 Gradual shift to sustainable and environmental friendly solutions as per availability of funds and condition of existing assets.

4.29 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.

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- 4.30 CCTV surveillance system along with panic button at various location in the stations to be provided in consultation with security branch.
- 4.31 Any other item as considered necessary by DRM/GM.

5. Scale of amenities: Scale of amenities and facilities to be provided shall be finalized based on the broad guiding principles given above, footfall at the station, stakeholder consultations including users, different departments and local authorities and with approval of DRM. A format for stakeholder consultations is attached as Annexure-II. Detailed instructions from Railway Board regarding signages shall follow. The present Scheme shall also evolve with future instructions issued by Railway Board from time to time.

6. Selection of station: 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.

7. This issues with approval of Board(M/Infra, M/O&BD, M/F, CRB & CEO).

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21.12.22
(Rakesh Choudhary)
(Executive Director(SD & Trans.)
Railway Board

No. 2022/Stn. Dev.-I/08/70

New Delhi, dated: 23.12.2022

Copy forwarded for information and necessary action to:

1. The PFAs all Indian Railways.
2. The Principal Directors of Audit, all Indian Railways.
3. Dy. Comptroller and Auditor General of India (Railways), Room No.224, Rail Bhavan, New Delhi.

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for Member Finance, Railway Board

Copy to:-

1. PCEs, CCMs, CEEs & CSTEs, all zonal railways.
2. EDPM, EDF(X)-II, EDF(B), ED/Tele, ED/Signal, ED/EEM, DF(X), DTC(G), DDF(B), DDF(X)-II, F(X)-II, TG-IV, Tele, Signal, Electrical(G) and Budget Branches Railway Board.

Annexure-I**Lux levels for Stations selected under Amrit Bharat Stations Scheme**

SN	Location	Approved Lux Levels
1	Concourse	140
2	Circulating Area	50
3	Waiting Hall	150
4	Retiring Room	100
5	Platform	
	a) Open	50
	b) Covered	140
6	Enquiry cum Reservation Office	
	a) General	150
	b) Counter	150
7	Covered Passage Way	
	a) Corridors	50
	b) FOB	50
	c) Stairs	50
8	Parcel/Luggage Office	
	a) General	100
	b) Counter	150
9	Time Table	200
10	Outdoor Parking	50
11	Restaurant Area	
	a) Kitchen	200
	b) Stores	150
	c) Dining Hall	200
12	Other Service Buildings at Station	200
13	Cloak Room	
	a) General	100
	b) Counter	150
14	Public Utility Service (Toilet/Bathroom)	100

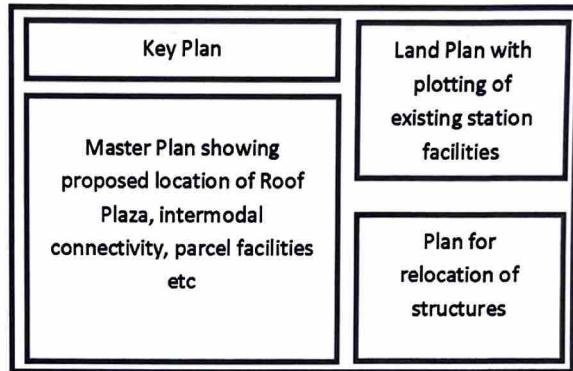
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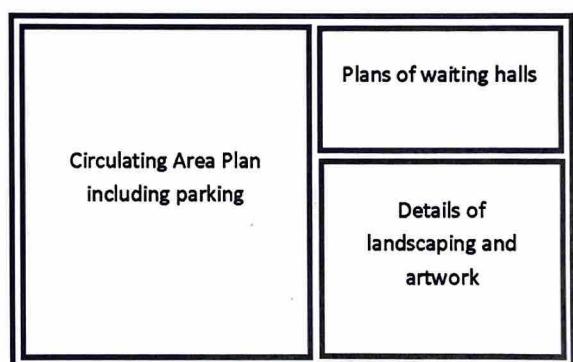
Annexure – II

Master Plan should include the following minimum details in 4 nos. of A-3 sheets

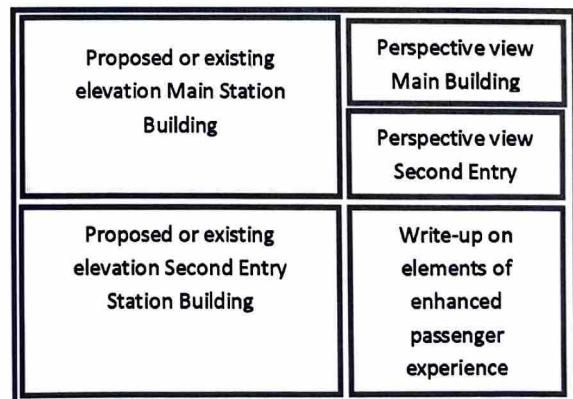
1. Key plan showing location of the station and nearby facilities of the city (indicating other modes of transportation), the proposed location of Roof Plaza and the plan for relocation of structures.



2. Plan for circulating area, waiting halls and landscaping



3. Proposed elevation for each side of the station along with short write up on the elements of enhanced passenger experience.



4. Details of works as required for various items in tabulated manner along with approx. cost.

S. No.	Item	Existing Facility	Proposed Facility	Approx. Cost	Remarks
1					
2					

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