

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 3961
ANSWERED ON 04.04.2025

**RAILWAY CONNECTIVITY BETWEEN SULTANPUR LODHI AND GOINDWAL
SAHIB**

3961 SHRI SANT BALBIR SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is any future plan to establish a direct railway connection between Sultanpur Lodhi and Goindwal Sahib to connect these two important sites of Sikh heritiage, if so, the timeline and scope of the proposed project;
- (b) the potential benefits of such a railway link, both from a religious tourism perspective and for local development;
- (c) whether a feasibility study has been conducted for this project, if so, the key findings and challenges identified; and
- (d) whether there are no immediate plans for this connection, the reasons therefor?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/District-wise as the Railways' projects may span across State/District boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations including connectivity to religious and tourist places etc. depending upon throw forward of ongoing projects and overall availability of funds.

Sultanpur Lodhi and Goindwal Sahib are existing stations on railway network connected via Jalandhar and Beas.

As on 01.04.2024, 12 Projects (06 New line and 06 Doubling) of total length 1158 km, costing Rs.19,843 crore, falling fully/partly in the State of Punjab are in planning/approval/construction stage, out of which, 255 km length has been commissioned and an expenditure of Rs. 7590 crore has been incurred upto March, 2024. The status of the work is summarized as:

Category	No. of projects	Total Length (in km)	Length Commissioned (Km)	Exp upto March 2024 (Rs. in cr.)
New Line	6	367	61	5546
Doubling	6	791	194	2044
TOTAL	12	1158	255	7590

Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Punjab is as under:

Period	Outlay
2009-14	Rs. 225 crore/year
2025-26	Rs. 5421 Cr.

During 2014-24, 348 Km track have been commissioned.

Government of India is geared up to execute projects, however success depends upon the support of Government of Punjab. For instance, details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Firozpur-Patti (26 Km)	166	0	166
2.	Nangal Dam-Talwara New Line (84 Km)	120	38	82
3.	Chord Line between Alal-Himtana bypassing Dhuri Junction (13 km)	20	0	20

Firozpur-Patti New line (26 km) is an important project near the international border of Pakistan. Land is to be handed over free of cost for this project by State Govt. of Punjab. Total 166 Ha land is to be acquired in the districts of Firozpur and Tarn Taran. Award for entire land has been published in Mar'23 however, disbursement of award has not been done by state govt. The project is yet to take off due to delay in land acquisition.

In order to expand railway network in Punjab, Final Location Surveys of Rajpura-Mohali (23.89 Km) New Line was carried out. As the project has low traffic projections, the Government of Punjab was requested to share the cost of the projects/provide land free of cost. However, the project is held up due to non-agreement of State Government of Punjab.

Moreover, 13 Nos surveys of 1691 km length falling fully/partly in the State of Punjab have been sanctioned during last three years and current financial year i.e. 2022-23, 2023-24, 2024-25 and 2025-26.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.
