

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2350
ANSWERED ON 19.12.2025

PRESENT STATUS OF RAILWAYS IN HIMACHAL PRADESH

2350 SHRI HARSH MAHAJAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of all ongoing and proposed railway projects in the State of Himachal Pradesh;
- (b) the details of physical progress, financial allocation and expenditure incurred on each project during the last three years;
- (c) the target year or timeline set for the completion of these projects; and
- (d) whether Government has formulated any comprehensive plan to strengthen railway connectivity in the State and to improve passenger amenities, station infrastructure and freight facilities, if so, the details thereof?

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 as the Railways' projects may span across State boundaries.

Railway infrastructure projects falling fully/partly in the State of Himachal Pradesh are covered under Northern Railway zone of Indian Railways.

Budget allocation for Infrastructure projects and safety works, falling fully/ partly in the state of Himachal Pradesh is as under:

Period	Outlay
2009-14	₹108 crore/year
2025-26	₹ 2,716 Cr. (More than 25 times)

As on 01.04.2025, 03 new line of total length 214 km, costing ₹17,622 crore, falling fully/partly in the state of Himachal Pradesh are in construction stage, out of which, 64 km length has been commissioned and an expenditure of ₹8,280 crore has been incurred upto March, 2025. The status of work is summarized as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2025 (₹in Cr)
New Lines	3	214	64	8,280

To improve connectivity in Himachal Pradesh following projects have been taken up:

- **Nangal Dam-Talwara-Mukerian new line (123 km)**

Nangal Dam-Talwara-Mukerian new line has been taken up at a cost of Rs. 2,018 crore. Nangal Dam - Una - Andaura - Daulatpur Chowk (60 km) section of this project has been commissioned. Work of Daulatpur Chowk - Kartoli Punjab - Talwara (52 km) section has been taken up.

- **Chandigarh-Baddi new line (28 km)**

Chandigarh – Baddi new line has been taken up at a cost of Rs. 1,540 crore.

- **Bhanupalli-Bilaspur-Beri new line (63 km)**

Bhanupalli-Bilaspur-Beri new rail line project has been sanctioned on cost sharing basis having 25% share of State Government of Himachal Pradesh and 75 % share of Central Government. Further, full cost of land beyond Rs. 70 crore is to be borne by Government of Himachal Pradesh. Detailed Estimate of the project was sanctioned at a cost of Rs.6,753 crore including land cost of Rs. 1,617 crore.

In Himachal Pradesh, 124 Ha of land is required for the execution of the project. Against this requirement, only 82 Ha have been provided by State Government of Himachal Pradesh. Work has been taken up on the available land. Land beyond Bilaspur to Beri is yet to be handed over by Government of Himachal Pradesh. Non-availability of land is adversely affecting the project.

The total expenditure incurred on the project so far is Rs.5,252 crore. As per cost sharing arrangements Rs. 2,711 crore was to be given by Government of Himachal Pradesh. However, they have deposited only Rs. 847 crore as their share of cost. Thus, Rs.1,863 crore is balance with State Government of Himachal Pradesh. Non deposition of their share of cost is adversely affecting the progress of project.

The progress of this project is affected due to non fulfillment of their commitments by State Govt. The support of State Govt is required to expedite the Project.

The Government of India is geared up to execute projects, however success depends upon the support of Government of Himachal Pradesh.

Sanction of any railway project depend upon many parameters/factors which include the following:

- Anticipated traffic projections and Remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives,
- Railway's own operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

Station Redevelopment

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which Amb Andaura, Baijnath Paprola, Palampur, and Shimla stations are located in Himachal Pradesh.

Development works at railway stations under Amrit Bharat Station Scheme in Himachal Pradesh have been taken up at a good pace. Till now, works of 02 stations (Amb Andaura, Baijnath Paprola) in Himachal Pradesh have been completed. Palampur Himachal and Shimla stations are under master planning.

Master Planning is an iterative process requiring optimization and the time frame and other details for such optimization cannot be indicated at this stage.

Further, development / redevelopment of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise or state-wise. Himachal Pradesh is covered under the jurisdiction of Northern Railway. For this zone, allocation of ₹ 5,834 crore has been made for the last three financial year under Plan Head-53 and expenditure of ₹ 3,890 crore (up to October, 2025) has been incurred so far.
