

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 3319**  
**ANSWERED ON 20.03.2026**

**DELAY IN RAILWAY PROJECTS IN PUNJAB**

3319 SHRI HARBHAJAN SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Ministry is aware that Railways in Punjab is currently facing significant delays in key infrastructure projects;
- (b) if so, the details thereof, including the details of the pending railway projects in Punjab and timelines for their completion;
- (c) whether the Ministry is taking any step to expedite the pending railway projects in Punjab; and
- (d) if so, the details thereof and if not, the reasons therefor?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Budget allocation for Infrastructure projects and safety works, falling fully/partly in the Punjab is as under:

Period	Outlay
2009-14	₹225 crore/year
2025-26	₹ 5,421 Cr. (More than 24 times)

**Projects Sanctioned:**

As on 01.04.2025, 09 projects (04 new line and 05 doubling) of total length 714 Km, costing Rs.21,926 crore, falling fully/partly in the Punjab are in different stages of planning/sanctioning/execution, out of which 115 Km length has been commissioned and an expenditure of Rs.8,079 crore has been incurred upto March' 2025. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Expenditure upto March 2025 (Rs.in Crore)
New line	04	252 Km	64 Km	7,359
Doubling /multitracking	05	462 Km	51 Km	720
Total	09	714 Km	115 Km	8,079

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**Recently Completed Projects:**

Details of some of the recently completed projects falling fully/partly in the Punjab are as under:

S. No.	Project	Cost (Rs. in Cr.)
1	Chakki Bank-Bharoli Doubling (3 Km)	15
2	Jakhal- Mansa Doubling (45 Km)	163
3	Mirthal-Bhangala Beas River Doubling (2.5 Km)	74
4	Ambala-Dhapper-Chandigarh Doubling (45 Km)	339
5	Mansa – Bhatinda Doubling (49 Km)	216
6	Amritsar - Chheharta Doubling (7 Km)	31
7	Jalandhar-Pathankot-Jammu Tawi Doubling (209 km)	850
8	Kathua-Madhampur Punjab - doubling including Bridge on Ravi (2.5 Km)	257
9	Rajpura-Bhatinda Doubling (173 Km)	2,459

**Ongoing Projects:**

Some of the projects falling fully/partly in the Punjab which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Nangal Dam-Talwara - Mukerian New line (123 Km)	2,018
2	Bhanupalli-Bilaspur-Beri New Line(63 Km)	6,753
3	Qadian-Beas New Line(40 km)	842
4	Ferozpur-Patti New Line (26 Km)	300
5	Rama Mandi( Raman)-Maur Mandi(Maur) via Talwandi Sabo ( 29 km) New Line	154
6	Ludhiana-Kila Raipur doubling (19 Km)	238
7	Ludhiana-Mullanpur doubling (21 Km)	235
8	Rajpura-Mohali New Line (18 km)	443
9	Rajpura Bypass line (14 km)	412

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 new line	166	0	166
2	Alal-Himmatana Chord line	20	0	20
3	Qadian-Beas New Line	151	0	151
4	Rama Mandi( Raman)- Talwandi Sabo New Line	85	0	85

**Firozpur-Patti New line (26 km):**

Firozpur-Patti New line (26 km) situated fully in Punjab is an important project near the international border. This project was sanctioned in the year 2017-18 at a cost of Rs.300 crore. Land for this project was to be handed over free of cost by State Government of Punjab. However, land acquisition was not done by State Government. Considering importance of this project on strategic consideration, it has been decided to take up this new line project at Central Government cost including land acquisition. Total 166 Ha land is to be acquired in the districts of Firozpur and Tarn Taran. Land acquisition is in advanced stage and Award has been declared.

**Qadian – Beas New line (39.6 km):**

Qadian-Beas (39.6 Km) New Rail Line Project was sanctioned in 2011-12. However, the project could not be taken forward due to law and order issues. The project was then kept in abeyance. However, considering importance of this project, it has been decided to take up the work again.

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

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

### **Amrit Bharat Stations:**

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, 1,338 stations have been identified for development under this scheme, out of which 30 stations are located in Punjab. The names of stations identified for development under Amrit Bharat Station Scheme in Punjab are as following:

State	No. of Stations	Name of Stations
Punjab	30	Abohar, Amritsar, Anandpur Sahib, Beas, Bhatinda Jn, Dhandari Kalan, Dhuri, Fazilka, Firozpur Cantt, Gurdaspur, Hoshiarpur, Jalandhar Cantt Jn, Jalandhar City Jn, Kapurthala, Kot Kapura Jn, Ludhiana Jn, Malerkotla, Mansa, Moga, Muktsar, Nangal Dam, Pathankot Cantt., Pathankot Jn, Patiala, Phagwara Jn, Phillaur Jn, Rup Nagar, Sahibzada Ajit Singh Nagar Mohali, Sangrur, Sirhind

**Completed stations:**

Development works at railway stations under Amrit Bharat Station Scheme in Punjab have been taken up at a good pace. Till now, works of 03 stations have been completed. The name of stations completed in Punjab are as following:

State	No. of stations	Name of stations
Punjab	03	Anandpur Sahib, Muktsar, Sahibzada Ajit Singh Nagar Mohali

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Sirhind station:** The work of improvement of station building, entrance porch, AC waiting room with toilet, improvement of second class waiting room, toilet block, circulating area, parking, entry/exit gate, lighting and signage have been completed. The works of lift and 12 m Foot Over Bridge have been taken up.
- **Gurdaspur station:** The works of station building, platform shelter, improvement of platform surface, waiting room, toilet, circulating area, porch and lighting have been completed. The works of new platform no. 2, booking cum waiting hall, circulating area, parking, entry/exit gate on main entry and second side and 12 m Foot Over Bridge have been taken up.
- **Patiala station:** The works of improvement of station building, entrance porch, platform shelter, improvement of waiting hall, retiring room, toilet, circulating area, parking, entry/exit gate and

signage have been completed. The works of platform surfacing, development of second entry, lift and 12 m Foot Over Bridge have been taken up.

- **Sangrur station:** The works of improvement of station building, entrance porch, platform shelter, improvement of waiting room, toilet block, circulating area, parking, entry/exit gate and signage have been completed. The works of platform surfacing at platform no. 1, lift and 4.8 m Foot Over Bridge have been taken up.

Further development / redevelopment / upgradation / modernisation 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. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation of 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 brownfield 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, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

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. Punjab is covered under the jurisdiction of two railway zones, namely Northern Railway and North Western Railway. For these zones, an allocation of ₹ 2,390 crore has been made for the financial year 2025-26, out of which an expenditure of ₹ 2,379 crore (up to February, 2026) has been incurred so far.

### **ROBs/RUBs**

Sanctioning and execution of works of Road Over Bridges/ Road Under Bridges (ROBs/RUBs) is a continuous and ongoing process on Indian Railways. Such works are prioritized and taken up on the basis of its impact on safety and mobility in train operations and impact on road users.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

<b>Period</b>	<b>ROBs/ RUBs constructed</b>
2004-14	4,148 Nos.
2014-26 (Upto Jan'26)	14024 Nos. (including 434 Nos. in the State of Punjab)

As on 01.02.2026, 4802 no. ROBs/RUBs are sanctioned at cost of Rs. 114196 Cr on Indian Railways including 120 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) at a cost of ₹1848 crore in the State of Punjab which are at various stages of planning and execution.

18 Nos. ROBs/RUBs are delayed on account of the Govt. of Punjab. The details are as under:

<b>Reason</b>	<b>ROBs/RUBs (in No.)</b>
Delay in Land Acquisition by State Govt.	10
NOC awaited from State Authority.	07
Shifting of utilities	01

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

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