

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 2348
ANSWERED ON 07.08.2026

CONSTRUCTION OF NANGAL DAM-TALWARA-MUKERIAN RAIL LINE SECTIONS

2348 SHRI HARSH MAHAJAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of construction of the Daulatpur Chowk-Kartoli-Talwara and Talwara- Mukerian sections of the Nangal Dam-Talwara-Mukerian new rail line project, including the percentage of bridge, viaduct and station building works completed;
- (b) the funds allocated and released by the Central Government for these sections during the last three years, year-wise;
- (c) the anticipated timeline for completion and commissioning of the balance sections; and
- (d) the expected benefits to passenger and freight connectivity in Himachal Pradesh's Una district upon completion?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) : Nangal Dam – Daulatpur Chowk – Kartoli Punjab section (70 km) of Nangal Dam-Talwara-Mukerian has been commissioned. Works have been taken up in Kartoli Punjab – Mukerian (52 km). Section wise progress is as under:

Section	Status
Daulatpur Chowk- Kartoli Punjab (10.5 km)	Commissioned
Kartoli Punjab – Talwara (13.65 km)	Works taken up on 01 Major Bridge. Works taken up on 07 Minor Bridges. Works taken up on 02 ROBs. 06 out of 08 RUBs completed and Works taken up in Balance.
Talwara –Mukerian(28.70 km)	Works taken up on 15 Major Bridges. 34 out of 40 RUBs completed, Works taken up in balance. 2 out of 3 Station Buildings completed, Works taken up in balance.
Patial – Bhangala (9.89 km)	Works taken up on 02 Major Bridges. Works taken up on 1 RUB.

An expenditure of ₹2,724 crore has been incurred upto March, 2026 in the project and further ₹800 crore has been allocated in FY 2026-27.

Punjab:**Railway Budget:**

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

Period	Outlay
2009-14	₹225 crore/year
2026-27	₹ 5,673 Cr. (More than 25 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Punjab is as under:

Period	New Track Commissioned	Average Commissioning of new tracks per year
2009-14	147 Km	29.4 Km/yr
2014-26	391 Km	32.6 Km/yr

Projects Sanctioned:

As on 01.04.2026, 11 projects (06 new line and 05 doubling) of total length 745 Km, costing Rs.24,708 crore, falling fully/partly in the Punjab are sanctioned The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Expenditure upto March 2026 (Rs.in Crore)
New line	06	283	75	9,246
Doubling /multitracking	05	462	80	1,631
Total	11	745	155	10,878

Recently Completed Projects:

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

S N.	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- Chandigarh Doubling (45 Km)	339
5	Mansa – Bhatinda Doubling (49 Km)	216
6	Amritsar - Chheharta Doubling (7 Km)	31
7	Jalandhar- Jammu Tawi Doubling (209 km)	850
8	Kathua-Madhopur Punjab doubling (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- Mukerian New line (123 Km)	3,726
2	Bhanupalli- Beri New Line(63 Km)	13,770
3	Qadian-Beas New Line(40 km)	842
4	Ferozpur-Patti New Line (26 Km)	764
5	Rama Mandi-Maur Mandi New Line(29 km)	154
6	Ludhiana-Kila Raipur doubling (19 Km)	260
7	Ludhiana-Mullanpur doubling (21 Km)	359
8	Rajpura-Mohali New Line (18 km)	443
9	Rajpura Bypass line (14 km)	412

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.

Gati Shakti Multi-Modal Cargo Terminal (GCT) :

In order to encourage setting up of cargo terminals through private investment, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. Location of the GCTs is decided on the basis of demand from industry, potential of Cargo traffic, availability of railway infrastructure and overall logistics potential of the area.

So far, 142 Gati Shakti Cargo Terminals (GCTs) have been commissioned. In addition, In-Principle Approvals (IPAs) have been granted for the development of GCTs at 310 more locations. However, no proposal has been received so far from industry for setting up of GCT in Himachal Pradesh.
