

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2886
TO BE ANSWERED ON 17.12.2025**

PATHANKOT-JOGINDERNAGAR BROAD GAUGE LINE

†2886. DR. RAJEEV BHARADWAJ:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government proposes to convert Pathankot-Jogindernagar narrow gauge railway line into a broad gauge line and if so, the details thereof; and**
- (b) whether any proposal to extend the said line from Jogindernagar to Mandi is under consideration of the Government and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) and (b): Survey of Gauge Conversion of existing Pathankot – Joginder Nagar narrow gauge section (200 Km) has been sanctioned and survey work has been taken up for preparation of Detailed Project Report.

Survey for Joginder Nagar – Mandi (57 km) new line was carried out. The project had low traffic projections.

Bilaspur – Mandi – Manali – Leh new line is identified as strategic line by Ministry of Defence. The survey has been completed and Detailed Project Report has been prepared. The project passes through difficult terrain of Himalayas, which are full of geological surprises and numerous problems. The total length of the project is 489 Km including

tunnels of 270 km length. Anticipated cost of the project as per Detailed Project Report is ₹1,31,000 crore.

After preparation of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

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
