

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 4167  
TO BE ANSWERED ON 18.03.2026**

**RAILWAY PROJECTS FOR UTTARAKHAND**

**†4167. SHRI TRIVENDRA SINGH RAWAT:  
SHRI AJAY BHATT:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the total kilometers of railway network added in Uttarakhand during the last five years, year-wise;**
- (b) the number of new railway projects currently sanctioned in the said State;**
- (c) the details of the special plan formulated to connect the hilly areas of the said State with the railway network;**
- (d) the quantum of additional funds proposed for the said purpose;**
- (e) whether there is any proposal to expand new railway lines and introduce new trains in the said State and if so, the details thereof; and**
- (f) the details of the total amount allocated to the said States for new railway projects during the last three years and the current year, year and project-wise?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (f): Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Uttarakhand is as under:**

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>Rs 187 Crore/year</b>
<b>2025-26</b>	<b>Rs 4,641 Crore (nearly 25 times)</b>

### **Projects Sanctioned:**

**As on 01.04.2025, 03 New Lines, covering total length of 216 Km costing Rs 40,384 crore falling fully/partly in the State of Uttarakhand are sanctioned, out of which 16 Km length has been commissioned and an expenditure of Rs 19,898 crore has been incurred upto March' 2025. The summarized details are as under:-**

<b>Category</b>	<b>No. of projects</b>	<b>Total Length (in Km)</b>	<b>Length Commissioned (in Km)</b>	<b>Expenditure upto March 2025 (Rs in crore)</b>
<b>New Lines</b>	<b>03</b>	<b>216</b>	<b>16</b>	<b>19,898</b>

#### **Deoband-Roorkee new line (27 km) :**

**Recently Deoband-Roorkee new line project (27 km) has been completed. It will reduce the distance between Delhi and Dehradun by approx. 40 km.**

#### **Rishikesh – Karnaprayag new line (125 km):**

**To provide rail connectivity to Uttarakhand, Rishikesh-Karnaprayag new rail line project (125 km) has been sanctioned.**

**The project alignment passes through Dehradun, Tehri Garhwal, Pauri Garhwal, Rudrapryag and Chamoli Districts of Uttarakhand and will provide rail connectivity to Devprayag and Karnaprayag religious and tourist spots with Rishikesh and National Capital of India.**

**The alignment of the project predominantly passes through tunnels. The project involves construction of 16 Main line tunnels of 104 km length and 12 Escape tunnels of about 98 km length. So far, Main line tunnels of 99 km length and 09 Escape Tunnels of over 94 km length have been completed.**

**To increase progress of works, 08 Adits in various tunnels were also identified. These adits created additional work faces of tunnel excavation expediting early completion of long tunnels. Works of all 8 Adits (5 km) have also been completed.**

**The project also involves construction of 19 Important/Major Bridges. 8 out of 19 Important/Major Bridges have also been completed. Works in balance bridges have also been taken up.**

**Section wise progress of the project is as under:**

<b>S.N.</b>	<b>Name of Section</b>	<b>Status of Tunnels</b>	<b>Status of Major Bridges</b>
<b>1</b>	<b>Virbhadra- Yog Nagari Rishikesh (4.7 Km)</b>	<b>Already Completed and Commissioned.</b>	
<b>2</b>	<b>Yog Nagari Rishikesh- Shivpuri (13.4 Km)</b>	<b>Tunnel (10.8 km)</b> <ul style="list-style-type: none"> <li>• <b>94 % excavation completed</b></li> <li>• <b>Lining taken up</b></li> </ul>	<b>There is 01 Major Bridge in this section, which has been completed</b>
<b>3</b>	<b>Shivpuri-Byasi (14.3 Km)</b>	<b>Tunnel (12.7 km)</b> <ul style="list-style-type: none"> <li>• <b>01 out of 02 tunnels completed</b></li> <li>• <b>Excavation of 2<sup>nd</sup> tunnel Completed</b></li> <li>• <b>lining taken up</b></li> </ul>	<b>There are 02 Major Bridge in this section. Both have been completed.</b>
<b>4</b>	<b>Byasi- Devprayag (15 Km)</b>	<b>Tunnel (13.3 km)</b> <ul style="list-style-type: none"> <li>• <b>03 out of 04 tunnels completed</b></li> <li>• <b>69% excavation of</b></li> </ul>	<b>There are 04 Major Bridge in this section. All 4 bridges have been completed.</b>

		<b>4<sup>th</sup> tunnel Completed</b> <ul style="list-style-type: none"> <li>• lining taken up</li> </ul>	
<b>5</b>	<b>Devprayag-Janasu (14.8 Km)</b>	<b>Tunnel (14.6 km)</b> <ul style="list-style-type: none"> <li>• Completed</li> </ul>	-
<b>6</b>	<b>Janasu-Maletha (4.7 Km)</b>	<b>Tunnel (2.9 km)</b> <ul style="list-style-type: none"> <li>• Completed</li> </ul>	<b>There is 01 Major Bridge in this section, which has been completed</b>
<b>7</b>	<b>Maletha-Srinagar (5.2 Km)</b>	<b>Tunnel (4.1 km)</b> <ul style="list-style-type: none"> <li>• Completed</li> </ul>	-
<b>8</b>	<b>Srinagar-Dhari Devi (11.2 Km)</b>	<b>Tunnel (9.1 km)</b> <ul style="list-style-type: none"> <li>• Excavation completed</li> <li>• lining taken up</li> </ul>	<b>There are 03 Major Bridge in this section. 1 Bridge has been completed and work for other 2 Bridges have been taken up.</b>
<b>9</b>	<b>Dhari Devi-Tilani (Rudraprayag) (17.6 Km)</b>	<b>Tunnel (16.6 km)</b> <ul style="list-style-type: none"> <li>• Excavation completed</li> <li>• lining taken up</li> </ul>	<b>There is 01 Major Bridge in this section, which has been taken up.</b>
<b>10</b>	<b>Tilani (Rudraprayag)-Gholtir (7.6 Km)</b>	<b>Tunnel (6.6 km)</b> <ul style="list-style-type: none"> <li>• 79% Excavation completed</li> </ul>	<b>There are 02 Major Bridge in this section. Work for both the Bridges have been taken up.</b>
<b>11</b>	<b>Gholtir-Gauchar (7.8 Km)</b>	<b>Tunnel (7.1 km)</b> <ul style="list-style-type: none"> <li>• Excavation completed</li> <li>• lining taken up</li> </ul>	-
<b>12</b>	<b>Gauchar-Karnprayag (8.4 Km)</b>	<b>Tunnel (6.3 km)</b> <ul style="list-style-type: none"> <li>• Excavation completed</li> <li>• lining taken up</li> </ul>	<b>There are 03 Major Bridge in this section. Work for all 3 Bridges have been taken up.</b>

**During the last three years i.e. 2022-23, 2023-24, 2024-25 and the current FY 2025-26, 07 surveys (03 New Line and 04 Doubling) of a total length of 441 km have been sanctioned falling fully/partly in the state of Uttarakhand.**

**ROB/RUBs:**

**Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.**

**No. of ROB/ 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>
<b>2004-14</b>	<b>4,148 Nos.</b>
<b>2014-26 (Upto Jan'26)</b>	<b>14,024 Nos. ( including 106 Nos. of ROB/ RUBs in the state of Uttarakhand )</b>

**As on 01.02.2026, 4,802 Nos. ROB/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 09 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) are sanctioned at cost of ₹ 158 Cr in State of Uttarakhand which are at various stages of planning and execution.**

**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.**

**Further, 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.**

**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 the Amrit Bharat Station Scheme. Out of these, 11 stations are located in Uttarakhand. The name of stations identified under Amrit Bharat Station Scheme in Uttarakhand are as following:**

<b>State</b>	<b>No. of Stations</b>	<b>Name of Stations</b>
<b>Uttarakhand</b>	<b>11</b>	<b>Dehradun, Haridwar Jn., Harrawala, Kashipur Jn, Kathgodam, Kichha, Kotdwar, Lal Kuan Jn, Ramnagar, Roorkee, Tanakpur</b>

**Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace and progress of some of the stations is as given below:**

- **Harrawala station: The works of new station building, platform shelter, platform surfacing, waiting hall, toilet block, new booking office and Divyangjan toilet have been completed. The work of circulating area has been taken up.**
- **Kathgodam station: The works of entrance lobby, improvement to waiting room, toilet block, entry/exit road, parking and lift have been completed. The works of landscaping and escalators have been taken up.**
- **Kashipur station: The works of porch, raising of platform no. 1, modern toilet block, parking, entry/exit gate and lift have been completed. The works of improvement to station building, platform shelter and escalator have been taken up.**
- **Lalkuan station: The works of improvement to station building, platform raising and platform surfacing of platform no. 4, modern toilet block, water booths and circulating area have been completed. The works of platform shelter, entry/exit gate and 12 m Foot Over Bridge have been taken up.**
- **Tanakpur station: The works of ladies waiting room, modern toilet block, parking and entry/exit road have been completed. The works of platform shelter, circulating area, lift and escalator 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 / Modernization of stations including 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. Uttarakhand is covered under the jurisdiction of two railway zones, namely, Northern Railway and North Eastern Railway. For these zones, an allocation of ₹ 6,895 crore has been made for the last three years and the current year (up to February, 2026), out of which an expenditure of ₹ 6,172 crore has been incurred so far.**

**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.**

**Introduction of trains:**

**As the Railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries. However, to facilitate the passengers and to cater to the needs of passengers of the**

stations located in the State of Uttarakhand, Indian Railways during the period 2023-24 to 2025-26 (upto Feb, 2026) have introduced 18 services (listed below). These services include 22545/46 Lucknow- Dehradun Vande Bharat Express (w.e.f. 26.03.2024), 15091/92 Daurai (Ajmer)-Tanakpur Express (w.e.f 30.03.2025) and 14625/26 Haridwar-Firozpur Cantt. Express (w.e.f. 18.06.2025).

<b>SL</b>	<b>Train No. and Name</b>
<b>1.</b>	<b>14625/26 Haridwar-Firozpur Cantt. Express</b>
<b>2.</b>	<b>15091/92 Daurai-Tanakpur Express</b>
<b>3.</b>	<b>22543/44 Bandra (T)-Lalkuan Express</b>
<b>4.</b>	<b>22545/46 Lucknow-Dehradun Vande Bharat Express</b>
<b>5.</b>	<b>15019/20 Tanakpur-Dehradun Express</b>
<b>6.</b>	<b>15015/16 Lalkuan-Amritsar Express</b>
<b>7.</b>	<b>14089/90 Anand Vihar (T)-Kotdwar Express</b>
<b>8.</b>	<b>19271/72 Bhavnagar-Haridwar Express</b>
<b>9.</b>	<b>22457/58 Anand Vihar (T)-Dehradun</b>

**Besides, introduction of train services on any route/section, which is an on-going process, depends on various factors which include:**

- **Capacity of that section.**
- **Availability of path.**
- **Availability of required rolling stock.**
- **Availability of matching infrastructure for rolling stock.**
- **Maintenance requirement of railway tracks and other assets.**

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