

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 616
TO BE ANSWERED ON 22.07.2026**

**PENDING RAILWAY INFRASTRUCTURE PROJECTS IN FATEHGARH SAHIB
DISTRICT**

616. DR. AMAR SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has undertaken a comprehensive review of pending railway infrastructure projects in Fatehgarh Sahib district of Punjab particularly construction of Road Over Bridges, station redevelopment, elimination of level crossings, strengthening of passenger amenities and measures to ease traffic congestion and improve railway safety and if so, the details thereof;**
- (b) the status of sanctioned railway works, indicating physical and financial progress, revised implementation schedules and the principal reasons for delay, wherever applicable, project-wise;**
- (c) whether proposals have been received from the Government of Punjab, public representatives/railway authorities for improving rail connectivity, freight handling facilities and passenger infrastructure in the region and if so, the details thereof;**
- (d) the mechanism adopted for monitoring implementation of sanctioned railway projects and ensuring adherence to prescribed quality and safety standards; and**
- (e) the measures proposed/to be proposed to accelerate railway infrastructure development, strengthen multimodal connectivity and enhance passenger convenience in the country?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): All Unmanned level crossings (UMLCs) on Broad Gauge (BG) network of Indian Railways have been eliminated in 2019.

Level Crossings (LCs) are eliminated either by providing Road over Bridges/ Road under Bridges (ROBs/ RUBs) in lieu of LCs or through direct closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.

Sanctioning of proposals for construction of ROBs/RUBs in lieu of Level Crossings is a continuous and dynamic process of Indian Railways. 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.

Nos. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 viz-a-viz 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (including 442 Nos. in the State of Punjab)

As on 01.06.2026, 4,993 Nos. ROBs/ RUBs works are sanctioned at the cost of ₹1,17,492 Cr on Indian Railways including 132 Nos. ROBs/RUBs works at a cost of ₹ 2,519 Cr in Punjab, which are at various stages of planning and execution. Out of these, 04 Nos. ROB/RUBs works at a cost of ₹ 56 Cr approx. are sanctioned in Fatehgarh Sahib district. The details are as under:

S.No.	Location Details	ROB/RUB	Cost of work (₹ in Cr approx.)	Remarks
1.	LC No. 151 at km 325/3-4 on Ambala-Ludhiana section	ROB	44	Construction work has been taken up.

2.	LC No. C-15 at Km 60/7-8 in Khamanon yard on New Morinda Junction-Sanehwal Section	RUB	4	GAD has been approved.
3.	LC No. C-16 at Km 62/11-12 on New Morinda Junction-Sanehwal Section	RUB	4	Construction work has been taken up.
4.	LC No. 13 on New Morinda Junction-Khamanon Section	RUB	5	Detailed Estimate has been taken up.

In Punjab, 24 Nos. ROBs/RUBs are delayed on account of the State Govt. The details are as under:

S.No.	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	03
2.	Law & order/ Public Protest/Court cases etc.	21

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 and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**

Fatehgarh Sahib district of Punjab is already well connected with Railway Network through Rajpura- Ludhiana section of Indian Railway Network. Sirhind Jn is a major Railway Station in Fatehgarh Sahib.

To further improve connectivity of Fatehgarh Sahib, Rajpur-Mohali new line (18 Km) project has been sanctioned recently at a cost of 443 Crore. Land acquisition for this project has been taken up.

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)

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 including Fatehgarh Sahib are sanctioned. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Expenditure upto March 2025 (Rs.in Crore)
New line	06	283 Km	75 Km	9,246
Doubling /multitracking	05	462 Km	80 Km	1,631
Total	11	745 Km	155 Km	10,878

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 (3 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-Madhopur Punjab - doubling including Bridge on Ravi (3 Km)	257
9	Rajpura-Bhatinda Doubling (173 Km)	2,459

Ongoing Projects:

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

SN.	Project	Cost (Rs. in Cr.)
1	Nangal Dam-Talwara - Mukerian New line (123 Km)	3,726
2	Bhanupalli-Bilaspur-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(Raman)-Maur Mandi(Maur) via Talwandi Sabo (29 km) New Line	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

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	167	0	167
4	Rama Mandi(Raman)- Talwandi Sabo New Line	192	0	192

Details of Projects delayed on account of State Govt:

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. Total 166 Ha land is to be acquired in the districts of Firozpur and Tarn Taran.

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. Now, Land acquisition is in advanced stage and Award has been declared.

Rama Mandi-Sadda Singhwala New Line via Talwandi Sabo (43 km):

To provide direct rail connectivity to Talwandi Sabo, the work of new rail line between Rama Mandi to Sadda Singhwala via Talwandi Sabo was sanctioned at an estimated cost of Rs. 231 Crore.

Land for this project was to be handed over free of cost by State Government of Punjab. However, land acquisition was not started by State Government of Punjab even after passage of several years.

Considering importance of this project for providing direct connectivity to Takht Shri Damdama Sahib at Talwandi Sabo, it has been decided to take

up this new line project at Central Government cost including land acquisition.

Qadian – Beas New line (40 km):

Qadian-Beas (40 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.

STATION REDEVELOPMENT:

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 of Indian Railways. The master planning, keeping in view the necessity of each station, 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/subway to commensurate with passenger traffic**
- **Provision of lifts/escalators/ramps**
- **Improvement of platform surface/ provision of platform shelter**
- **Provision of kiosks for local products through schemes like ‘One Station One Product’**
- **Parking development**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.**

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

So far, 1,340 stations have been identified for development under this scheme, out of which 30 stations, including Sirhind station of Fatehgarh Sahib district, 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	Names 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. Details of stations completed in Punjab are as under:

State	No. of Stations	Name of Stations
Punjab	4	Anandpur Sahib, Jalandhar Cantonment Junction, 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 works of improvement of station building, improvement of circulating area, parking, entrance porch, improvement of waiting room, improvement of toilets, entry and exit gates, improvement of seating arrangement, lighting and signages have been completed. The works of platform raising, improvement of platform surface, 12 m wide foot over bridge with ramp and lift have been taken up.

Hoshiarpur station: The works of improvement of station building, improvement of waiting room, platform shelter, improvement of platform surface, modern toilet block, improvement of circulating area, entrance porch, improvement of signages and lighting at main entry have been completed. The works of new booking office cum waiting hall, new circulating area, entry/exit gate, approach road at second entry and 12 m wide foot over bridge with ramps and stairs have been taken up.

- **Abohar station:** The works of improvement of station building, improvement of circulating area, parking, entrance porch, improvement of waiting room, improvement of retiring room, improvement of toilets, platform shelter, entry and exit gate, improvement of seating arrangement, improvement of lighting and signages have been completed. The work of platform raising, improvement of platform surface, 12 m wide foot over bridge with ramps and lift have been taken up.
- **Kapurthala station:** The works of improvement of station building, new booking office cum waiting hall, improvement of waiting room, platform shelter, improvement of platform surface, new toilet block,

improvement of circulating area, parking, landscaping, entrance porch, entry/exit gate, improvement of signages and lighting at main entry have been completed. The work of new 12 m wide foot over bridge with ramps and stairs has been taken up.

- Sangrur station: The works of improvement of station building, improvement of circulating area, parking, entrance porch, improvement of waiting room, platform shelter, entry/exit gate, improvement of seating arrangement, improvement of lighting and signage have been completed. The works of platform upgradation, 6 m wide foot over bridge and lift 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.

Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits. Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction including damages are taken immediately. This is a continuous and ongoing process.

Development / Upgradation of railway stations is a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance

etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and 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 ₹ 2,991 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 808 crore has been incurred so far.

Proposals/requests/suggestions/representations, both formal and informal, for various infrastructure works across the country are received on the basis of demands raised by State Governments, Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Offices etc. As receipt of such proposals/complaints/suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to time.
