

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1571
ANSWERED ON 29.07.2022

RAILWAY LINES IN PUNJAB

1571. SHRI RAGHAV CHADHA:
DR. ASHOK KUMAR MITTAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the total length of railway lines in the State of Punjab along with the details of sanctioned new railway line projects pending for several years;
- (b) whether the Government proposes to introduce certain trains to inter connect important cities of Punjab like Rajpura and Mohali and if so, the details thereof;
- (c) the steps taken by Railways for the early execution of pending sanctioned railway projects in Punjab; and
- (d) the details of proposals for construction of Road Over Bridges (ROBs)/Foot Over Bridges (FOBs) in Punjab?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

(a) to (d) : A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO 1571 BY SHRI RAGHAV CHADHA AND DR ASHOK KUMAR MITTAL ANSWERED IN RAJYA SABHA ON 29.07.2022 REGARDING RAILWAY LINES IN PUNJAB

(a) During 2021-22, total length of Railway line in the State of Punjab is 2265 kms. The Railway projects are sanctioned Zonal Railway-wise and not State-wise as the Railway projects may span across State boundaries. However, as on 01.04.2022, 12 Projects (6 New Lines and 6 Doubling), costing ₹23,810 crore for 1,570 km length falling fully/partly in Punjab are under different stages of planning/approval/execution, out of which 159 Km length has been commissioned and an expenditure of ₹4,439 Cr. has been incurred upto March 2022. These include :

- 6 New Line Projects of total length 356 km at a cost of ₹11,220 crore, out of which 61 Km length has been commissioned and an expenditure of ₹2,322 Cr. has been incurred upto March 22.
- 6 Doubling Projects of total length 1,214 km at a cost of ₹12,590 crore, out of which 98Km length has been commissioned and an expenditure of ₹2,117 Cr. has been incurred upto March 22.

Since 2014, there has been substantial increase in Budget allocations and commensurate commissioning of infrastructure projects. Average Annual Budget Allocation for infrastructure projects and safety works, falling fully/Partly in State of Punjab during 2014-19, has been enhanced to ₹1004 crore per year from ₹225 crore per year during 2009-14, which is 346% more than average annual budget allocation during 2009-14. These allocations have been increased to ₹1095 crore in financial year 2019-20 (387% more than average annual budget outlay of 2009-14), ₹1565 crore for financial year 2020-21 (596% more than average annual budget outlay of 2009-14), and ₹2262 crore for financial year 2021-22 (905% more than average annual budget outlay of 2009-14). For financial year 2022-23, highest ever budget outlay of ₹3,543 crore has been provided for these projects, which is 1475% more than average annual budget outlay of 2009-14.

The completion of any Railway project(s) depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost by State Government in cost sharing projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic considerations etc and all these factors affect the completion time of

the project(s). With above constraints, every effort is being made to execute the project expeditiously.

(b) At present, Sahibzada Ajit Singh Nagar (Mohali) is being served by 24 Mail/Express (in single) train services and Rajpura is served by 55 Mail/Express (in Single) train services, which are adequately catering to the present level of traffic, offering at the stations. Besides, introduction of train services is an ongoing process on Indian Railways.

(c) Various steps taken by the Government for effective and speedy implementation of Railway projects include (i) setting up of Gati Shakti Directorate in the Ministry and Gati Shakti units in field, (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of projects at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.

During 2014-22, 168 Km Doubling sections falling fully/partly in Punjab have been commissioned in the State at an average rate of 21 km per year.

(d) Proposals for construction of Road Over Bridge/ Road Under Bridge (ROB/RUB) in lieu of Level Crossing(LCs) are either conceptualized by Zonal Railways or received from State Government and other Statutory Authorities. After completing various formalities with State Government / Statutory Authorities regarding the consent for sharing of cost, closure of LCs and feasibility etc., proposals mutually agreed for construction of ROB/RUBs in lieu of LCs are further processed for inclusion in Railway Works Programme, which is a continuous process. Presently, no such proposal is under consideration from Punjab Government. However, 27 Nos. ROB have been sanctioned in the State of Punjab.

Upgradation/modernization of stations on Indian Railways is a continuous and on-going process. Works for improvement of passenger amenities including provision of Foot Over Bridges (FOBs) at stations are undertaken depending upon need, volume of passenger traffic and inter-se priority, subject to availability of funds. Presently, works for provision of FOBs at 22 stations has been sanctioned and are under various stages of progress.
