

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1527  
TO BE ANSWERED ON 31.07.2024**

**MALWA RAILWAY CONNECTIVITY**

**1527 SHRI GURMEET SINGH MEET HAYER:**

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

**(a) proposed or ongoing project aimed at laying down a railway line from Rajpura to Chandigarh to connect the entire Malwa region with the capital of Punjab, Chandigarh; and**

**(b) if so, the details on the status and scope of this project?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) and (b) : A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) and (b) OF UNSTARRED QUESTION NO. 1527 BY SHRI GURMEET SINGH MEET HAYER TO BE ANSWERED IN LOK SABHA ON 31.07.2024 REGARDING MALWA RAILWAY CONNECTIVITY**

**(a) and (b): Railway projects are sanctioned and executed Zonal Railway wise and not State/District/City wise as Railway projects may span across State boundaries.**

**Survey for new railway lines in areas which are not connected by Railway network is a continuous and ongoing process of Indian Railways and is done based on demands raised by State Governments, Ministries of Central Government, Members of Parliament, other elected representatives, organizations/rail users and Railways' own operational requirements.**

**Rajpura is connected to Chandigarh by rail line via Ambala Cantt. railway station. However, for direct connectivity between Rajpura and Chandigarh, a survey was completed.**

**Subsequently, Rajpura – Mohali New Line project (23.89 Km) was included in Budget subject to requisite Government approvals. Accordingly, Detailed Project Report (DPR) was prepared by Railway. As per DPR, the project has poor traffic projections. Therefore, State Government of Punjab was requested several times to provide land free of cost and share 50% cost of the project. Government of Punjab has not given their consent.**

**Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.**

**As on 01.04.2024, 12 railway projects (06 New line and 06 Doubling) of total length 1,158 km, costing ₹19,843 crore, falling fully/partly in the state of Punjab are in planning/approval/construction stage, out of which, 255 km length has been commissioned and an expenditure of ₹7590 crore has been incurred upto March, 2024.**

- (i) 6 New Line projects covering total length of 367 km at a cost of ₹11,220 crore, out of which 61 km length has been commissioned and an expenditure of ₹5546 crore has been incurred upto March 2024.**
- (ii) 6 Doubling projects covering total length of 791 km at a cost of ₹8623 crore, out of which 194 km length has been commissioned and an expenditure of ₹ 2,044 crore has been incurred upto March 2024**

**Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects across Indian Railways. Budget allocation for Infrastructure projects and safety works falling fully/partly in the state of Punjab:-**

<b>Period</b>	<b>Average Outlay</b>	<b>%age more as compared to average allocation during 2009-14</b>
<b>2009-14</b>	<b>₹225 Cr./Yr</b>	<b>-</b>
<b>2023-24</b>	<b>₹4762Cr.</b>	<b>More than 21 times</b>
<b>2024-25</b>	<b>₹5147 Cr.</b>	<b>Approx. 23 times</b>

**Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition. Execution of important infrastructure projects falling fully/partly in the State of Punjab is held up due to delay in land acquisition. In Daulatpur-Talwara section of Nangaldam Talwara New Line Project, only about 17.17 Ha land has been acquired out of total requirement of about 89.92 Ha. Railway had initiated efforts for acquisition of land but could not succeed in acquiring land for projects. Support of the Government of Punjab is needed to expedite the land acquisition.**

**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 share by State Government in cost sharing projects, priority of 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 conditions etc. and all these factors affect the completion time and cost of the project(s).**

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