

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1537
TO BE ANSWERED ON 31.07.2024**

EXPANSION OF HOSHIARPUR RAILWAY TRACK IN PUNJAB

1537 DR. RAJ KUMAR CHABBEWAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is planning expansion of Hoshiarpur Railway track in Punjab;**
- (b) if so, the details thereof;**
- (c) whether the Government is proposing to connect Hoshiarpur city with Una and Tanda in Himachal Pradesh; and**
- (d) if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING 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. 1537 BY SHRI GURMEET SINGH MEET DR. RAJ KUMAR CHABBEWAL TO BE ANSWERED IN LOK SABHA ON 31.07.2024 REGARDING EXPANSION OF HOSHIARPUR RAILWAY TRACK IN PUNJAB

(a) to (d): 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.

Hoshiarpur, Tanda Urmar & Una are existing Railway Stations on Indian Railways Network. Survey of Hoshiarpur-Tanda Urmar New line (34km) has been sanctioned for preparation of Detailed Project Report.

Una-Hoshiarpur new line (40 km) survey was carried out. The project could not be taken forward due to low traffic projection.

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:-

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

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).
