

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**RAJYA SABHA  
UNSTARRED QUESTION NO.595  
ANSWERED ON 23.07.2021**

**RAILWAY INFRASTRUCTURE IN UTTARAKHAND**

**595. # SHRI NARESH BANSAL:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Government has succeeded in building railway infrastructure in Uttarakhand;
- (b) if so, the details thereof; and
- (c) the present status in relation to Saharanpur-Harbatpur-Vikas Nagar and Saharanpur-Dehradun railway line ?

**ANSWER**

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

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

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 595 BY SHRI NARESH BANSAL ANSWERED IN RAJYA SABHA ON 23.07.2021 REGARDING RAILWAY INFRASTRUCTURE IN UTTARAKHAND

(a) & (b) : Yes Sir, since 2014, 102 km long Bareilly – Pilibhit – Tanakpur gauge conversion project and 27 km long Haridwar-Laksar doubling project falling fully/partly in the state of Uttarakhand have been commissioned. Works have been taken up on important Rishikesh-Karanprayag (125 km) new rail line and Deoband-Roorkee (27.45 km) new rail line project. During 2014-21, 69 km projects (6km new line, 36 km Gauge conversion and 27 km Doubling) have been commissioned.

The Railway projects are sanctioned zonal Railway wise and not State wise, as the Indian Railways' network spans across various state boundaries. However, as on 01.04.2021, 03 New lines projects of total length 216 km costing ₹ 18,553 crore, falling fully/partly in the state of Uttarakhand are in different stages of Planning/sanction/execution, out of which 06 km length has been commissioned and an expenditure of ₹ 4,248 crore has been incurred up to March, 2021 on these projects.

The details of all ongoing projects including cost, expenditure and outlay are made available in public domain on Indian Railways website i.e. [www.indianrailways.gov.in](http://www.indianrailways.gov.in)> Ministry of Railways> Railway Board> about Indian Railways> Railway Board Directorates> Finance (Budget)> Pink Book (year)> Railway-wise Works, Machinery and Rolling Stock Programme (RSP).

Average Annual Budget allocation for infrastructure and safety works, falling fully/partly in State of Uttarakhand during 2014-19, has increased to ₹ 672 crore per year from ₹ 187 crore per year (during 2009-14), which is 259% more than average annual budget outlay of 2009-14. For financial year 2021-22, highest ever budget outlay of ₹ 4,432 crore has been allocated for these works, which is 2270% more than average annual budget outlay of 2009-14.

(c) : Surveys on the suggested connectivity have been carried out for Saharanpur-Dehradun (80 km) new line, Dehradun – Vikasnagar (38 km) new line and Saharanpur (Pilkhani) - Kalsi (90 km) new line. As per survey reports, the project were found to be financially unviable and therefore, could not be taken forward.

The proposal of Dehradun-Vikasnagar new line was also included in Capital investment program 2016-17 in anticipation that the project will be identified by Joint Venture (JV) Company of Government of Uttarakhand. However, JV Company has not been formed by Government of Uttarakhand.