

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 103
TO BE ANSWERED ON 16.11.2016**

CONVERSION OF METER GAUGE INTO BROAD GAUGE

**†103. SHRI PARBHUBHAI NAGARBHAI VASAVA:
SHRI ARVIND SAWANT:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the steps taken by the Government to convert meter gauge lines into broad gauge lines;**
- (b) the details of the gauge conversion works undertaken in Gujarat and Maharashtra during the last three years;**
- (c) the location-wise number of meter gauge rail lines in Gujarat and Maharashtra as on date; and**
- (d) the time by which the said work is likely to be completed?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(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. 103 BY SHRI PARBHUBHAI NAGARBHAI VASAVA AND SHRI ARVIND SAWANT TO BE ANSWERED IN LOK SABHA ON 16.11.2016 REGARDING CONVERSION OF METER GAUGE INTO BROAD GAUGE

(a): As on 01.04.2016, Indian Railways have taken up 39 Gauge Conversion projects for converting 8470 Kms of Meter Gauge/Narrow Gauge lines against which an outlay of ₹4342 Crore has been provided in Rail Budget 2016-17.

(b): During the last three years i.e. 2013-14, 2014-15 & 2015-16, in Gujarat one Gauge Conversion (GC) project i.e. GC of Ahmedabad- Mahesana for doubling (70 Km) has been sanctioned in 2015-16. Total cost of this project is ₹ 420 Crore and outlay for 2016-17 is ₹ 100 Crore. In addition, in last three years one Gauge Conversion project falling in Maharashtra State i.e. Nagbhir-Nagpur (106 km) has been included in Budget 2013-14 at a cost of ₹ 401 Crore subject to requisite approvals.

(c): As on 31.03.2016, 105 Route Track KM are on Meter Gauge in the State of Maharashtra and 1193 Route Track Km are on Meter Gauge in the State of Gujarat details of which are Appended.

(d): As a successful execution of projects requires detailed survey, geotechnical investigations, preparation of plan & designs, land acquisition, inviting & finalization of tenders and execution, it is not feasible to maintain date of actual start. Every railway project requires a number of clearances from various Ministries and Departments of State/Central Governments. These, inter-alia, include clearances inherent to land acquisition, forestry clearance and permission for crossing from departments like National Highway Authority of India, Public Works

Department, Irrigation canals etc; and also clearances of Archeological Survey of India if the alignment passes in vicinity of a protected monument, local bodies for projects passing through urban areas, etc which are part of project execution. Process of seeking the approvals/clearances causes delay in completion of the projects. As many of these activities are beyond the control of Railways, it is not feasible to fix timelines for completion of all the projects.

APPENDIX REFERRED TO IN REPLY TO PART (c) OF UNSTARRED QUESTION NO. 103 BY SHRI PARBHUBHAI NGARBHAI VASA AND SHRI ARVIND SAWANT TO BE ANSWERED IN LOK SABHA ON 16.11.2016 REGARDING CONVERSION OF METER GAUGE INTO BROAD GAUGE

Metre Gauge sections in Gujarat

S.No.	Section	Km
1	Sabarmati-Botad	174.30
2	Himmatnagar-Ahmedabad	147.25
3	Ahmedabad-Khodiyar	17.41
4	Mahesana-Khodiyar	51.37
5	Himmatnagar-Khedbhrasma	54.83
6	Mahesana-Taranga Hill	56.35
7	Kalol-Katosan Road	37.23
8	Katosan Road-Chanasma	51.72
9	Chanasma-Ranuj	12.84
10	Adraj Moti-Vijapur	39.75
11	Vijapur-Ambliyan	41.53
12	Dhasa-Jetalsar	104.44
13	Prachi Road-Kodinar	25.76
14	Talala-Delwada	70.04
15	Khijadiya-Veraval	163.78
16	Junagadh-Visavadar	42.21
17	New Bhuj-Naliya	101.84
	Total	1192.65

Metre Gauge sections in Maharashtra

S.No.	Section	Km
1	Akola-Khandwa (Part)	105.75
