

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1145
TO BE ANSWERED ON 08.02.2017**

GAUGE CONVERSION

**1145. SHRI RAMSINH RATHWA:
SHRI GAJENDRA SINGH SHEKHAWAT:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of railway projects viz, new railway lines, gauge conversion doubling and electrification under construction in Rajasthan and Gujarat;**
- (b) the number of projects that have completed their targeted date and are pending for more than three years;**
- (c) whether any plan has been chalked out to complete these projects on priority basis, especially those located in the backward region of Rajasthan; and**
- (d) if so, the details thereof?**

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.1145 BY SHRI RAMSINH RATHWA AND SHRI
GAJENDRA SINGH SHEKHAWAT TO BE ANSWERED IN LOK SABHA ON
08.02.2017 REGARDING GAUGE CONVERSION**

(a) & (b): The details of ongoing new line, gauge conversion, doubling and electrification projects falling fully/partly in the States of Rajasthan and Gujarat are as under;

(₹ in crore)

Sl. No.	Name of the Project (km)	Year of inclusion/sanction	Latest Anticipated Cost	Expenditure by 31.03.2016	Outlay 2016-17
New Line					
1	Ajmer (Nasirabad)-Swai Madhopur (Chauth ka Barwara) via Tonk (165)	2015-16	873.00	0.01	3.00
2	Dausa-Gangapur City (93)	1996-97	656.00	307.00	15.00
3	Ramganjmandi-Bhopal (262)	2000-01	2348.00	325.00	100.00
4	Ratlam-Dungarpur via Banswara (176)	2011-12	3450.00	383.00	80.00
5	Thiyat Hamira-Sanu (59)	2013-14	262.00	11.00	20.00
6	Bhimnath-Dholera (28)	2016-17	280.00	0.00	0.02
7	Chhota Udepur-Dhar (157)	2007-08	1824.00	270.00	100.00
8	Dahod-Indore Via Sardarpur, Jhabua & Dhar (200.97) incl.MM for change in alignment via Amjhera (4.82)	2007-08	1942.00	334.00	100.00
Gauge Conversion					
9	Ahmedabad-Himmatnagar-Udaipur inclu.Modasa-Shamlaji Road (322)	2008-09	1662.00	234.00	675.00
10	Ajmer-Chittaurgarh-Udaipur incl. Material Modification for extension from	1996-97	865.00	537.00	15.00

Sl. No.	Name of the Project (km)	Year of inclusion/ sanction	Latest Anticipated Cost	Expenditure by 31.03.2016	Outlay 2016-17
	Udaipur-Umra with Mavali-Badi Saadri and Nathadwara-New Nathdwara (404)				
11	Dholpur-Sirmuttra with extension to Gangapur City (145)	2010-11	2530.00	36.00	50.00
12	Gwalior-Sheopurkalan with extension to Kota (284)	2010-11	3845.00	8.00	35.00
13	Jaipur-Ringus-Churu & Sikar-Loharu (320)	2008-09	915.00	454.00	100.00
14	Sadulpur-Bikaner & Ratangarh-Degana with Ratangarh-Sardarshahar as Material Modification (438)	2007-08	886.00	814.00	10.00
15	Suratpura-Hanumangarh-Sriganganagar	2008-09	732.00	676.00	174.00
16	Ahmedabad-Botad (170)	2012-13	567.00	22.00	102.00
17	Ahmedabad-Mehsana (69)	2015-16	478.00	0.00	100.00
18	Bhildi-Viramgam with new MM for Mehsana-Taranga hill (214)	1990-91	682.00	236.00	200.00
19	Bhuj-Naliya with extn. From Naliya to Vayor (126)	2008-09	484.00	40.00	100.00
20	Dhasa-Jetalsar (104)	2012-13	644.00	0.11	42.00
21	Miyagam-Karjan-Dabhoi-Samalaya GC with electrification (96)	2011-12	935.00	0.79	15.00
22	Rajkot-Veraval Wansjalia-Jetalsar with new MM for Shaput-Saradiya	1994-95	1329.00	508.00	50.00

Sl. No.	Name of the Project (km)	Year of inclusion/sanction	Latest Anticipated Cost	Expenditure by 31.03.2016	Outlay 2016-17
	Veraval-Somnath NL & Somnath-Dodinar (364)				
Doubling					
23	Abu Road-Sarotra Road (23)	2010-11	161.00	137.00	5.00
24	Ajmer-Bangurgram (48)	2011-12	262.00	22.00	60.00
25	Alwar-Bandikui (60)	2013-14	242.00	9.00	70.00
26	Bangurgram-Guriya (47)	2012-13	295.00	5.00	42.00
27	Bina-Kota (283)	2011-12	1623.00	79.00	210.00
28	Guriya-Marwar (44) & Karjoda-Palanpur(5)	2011-12	247.00	131.00	156.00
29	Nimuch-Chittaurgarh (56)	2015-16	260.00	0.00	125.00
30	Phulera-Degana (109)	2015-16	600.00	0.00	290.00
31	Rani-Keshavganj (60)	2011-12	318.00	187.00	50.00
32	Rani-Marwar Jn (55)	2012-13	336.00	83.00	105.00
33	Swaroopganj-Abu Road (25)	2010-11	165.00	119.00	10.00
34	Palanpur-Samakhayali (275)	2013-14	1267.00	55.00	151.00
35	Surendranagar-Rajkot (116)	2015-16	1315.00	0.00	240.00
36	Udhna-Jalgaon with electrification (307)	2008-09	2164.00	1514.00	825.00
37	Vatva-Ahmedabad-3rd line with Automatic Signalling (8)	2013-14	42.00	12.00	15.00
38	Vatva-Ahmedabad-Sabarmati 4th line (18)	2015-16	231.00	0.00	85.00
39	Viramgam-Samakhiali Railway (182)	2011-12	1196.00	494.00	365.00
Electrification					
40	Delhi Sarai Rohilla-Rewari-Palanpur-Ahmedabad, incl. Kalol-Gandhinagar-	2013-14	1295.00	133.00	450.00

Sl. No.	Name of the Project (km)	Year of inclusion/ sanction	Latest Anticipated Cost	Expenditure by 31.03.2016	Outlay 2016-17
	Khodiyar and Alwar-Bandikui-Jaipur-Phulera (1087)				
41	Jaipur-Sawai Madhopur-Ringas (188)	2016-17	163.73	0.00	0.01
42	Hisar-Bhatinda-Suratgarh-Phalodi-Jodhpur-Bhildi incl Phalodi-Jaisalmer (1230)	2015-16	1036.00	0.20	50.00
43	Idgah-Achnera-Mathura & Achnera-Bharatpur (87)	2015-16	104.00	4.00	12.00
44	Ratlam-Nimach-Chanderia-Kota (348)	2015-16	297.00	0.01	10.00
45	Samkhiyali-Gandhidham-Kandla Port-Mundra Port (63)	2016-17	76.00	0.00	0.01
46	Ajmer-Berach-Mavli-Udaipur (294)	2015-16	314.00	0.20	19.00
47	Ahmedabad-Rajkot (233)	2015-16	320.00	0.01	30.00
48	Mehsana-Viramgam-Samakhiyali (292)	2015-16	318.00	0.01	37.00

(c) & (d): A 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 Departments, Irrigation canals etc; and also clearances of Archaeological 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. In addition, as per the prevailing system, funds are

allocated on yearly basis based on the basis of Gross Budgetary Support from Ministry of Finance. As many factors responsible for completion of a project are beyond the control of Ministry of Railways, it is not feasible to fix time frame for completion of all projects.

However, to expedite railway projects various steps have been taken, which inter-alia include funding through institutional financing, market borrowings and Public Private Partnership and award of turn-key contracts, cultivation of new agencies for works, better project monitoring mechanism, enhancing power of field units for award of contracts including sanction of estimates and increasing the number of executing agencies.
