

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3270
TO BE ANSWERED ON 10.08.2015**

CONVERSION WORKS

†3270. SHRI LAXMI NARAYAN YADAV:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have started the gauge conversion works in Madhya Pradesh;**
- (b) if so, the number of metre gauge rail lines in Madhya Pradesh at present along with the locations thereof;**
- (c) the steps taken by the Railways for the conversion of the said metre gauge lines into broad gauge lines; and**
- (d) the time by which the said metre gauge lines are likely to be converted into broad gauge?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(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. 3270 BY SHRI LAXMI NARAYAN YADAV TO BE ANSWERED IN LOK SABHA ON 10.08.2015 REGARDING CONVERSION WORKS

(a): In Madhya Pradesh, 5 projects covering a total length of 1374 km of Narrow Gauge and Metre Gauge, have been taken up for conversion into Broad Gauge. Total cost of these projects is ₹ 9571 crore. An expenditure of ₹ 2143 crore has been incurred upto March, 2015 on these projects and an outlay of ₹ 1255 crore has been provided for 2015-16.

(b): As on 01.04.2015, following Metre Gauge sections existed in the State of Madhya Pradesh:

- (i) Indore-Mhow-Khandwa-Akola (falling partly in Madhya Pradesh)**
- (ii) Fatehabad-Ujjain (23 km)**

(c): Out of the above, gauge conversion of Indore-Mhow-Khandwa-Akola section from Metre Gauge to Broad Gauge has been taken up. To expedite the completion of this gauge conversion, an outlay of ₹ 400 crore has been provided in 2015-16. The gauge conversion of Fatehabad-Ujjain (23 km) is not sanctioned.

(d): Funds are allocated on year to year basis depending upon overall availability of funds, relative priority, status of land acquisition and other clearances, stages of projects, etc. Because of large shelf of ongoing projects, limited availability of funds and factors such as land acquisition/forestry clearances/law and order being beyond the control of Railways, no time limits can be fixed for completion of these projects.