

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:1328  
ANSWERED ON:03.08.2006  
FUNDS FOR RAILWAY PROJECTS IN H.P. .  
Singh Smt. Pratibha

**Will the Minister of RAILWAYS be pleased to state:**

- (a) The criteria for taking up railway lines and Gauge conversion projects;
- (b) Whether the Government of Himachal Pradesh has requested for allocation of more funds for the State in the Railway Budget and also for conversion of railway lines; and
- (c) If so, the details thereof and the action taken by the Railways thereon?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU)

(a): A statement is attached.

(b) & (c): Government of Himachal Pradesh has requested for allocation of more funds for Nangal Dam – Talwara (112 kms.) new line project for which an outlay of Rs. 14.71 crore has been provided in the budget 2006-07.

STATEMENT REFERRED TO IN REPLY TO PART (a) OF UNSTARRED QUESTION NO. 1328 BY SHRIMATI PRATIBHA SINGH TO BE ANSWERED IN LOK SABHA ON 03.08.2006 REGARDING FUNDS FOR RAILWAY PROJECTS IN H. P.

(a):  
(i) The policy for taking up new line projects was enunciated by the National Transport Policy Committee in 1980. This policy states that new lines would be taken up on the following criteria;

Project oriented lines to serve new industries for tapping mineral and other resources.

Missing links for completing alternative routes to relieve congestion on existing saturated routes.

Lines required for strategic reasons.

Lines for establishment of new growth centers or giving access to remote areas.

(ii) The policy followed for selection of routes for gauge conversion under Project Unigauge has been as under: -

To take up conversion of lines to develop alternative Broad Gauge

(BG) routes obviating the need for Doubling existing BG lines on these routes.

To establish new BG links between stations connected by other BG lines.

To establish BG connection to ports, industrial centres and locations having potential for growth.

To take up conversion of lines required on strategic considerations. To minimize transshipment and to improve wagon turn-around by avoiding delays at transshipment points.

To carry out the conversion of lines as per the above policy at least cost yet providing a standard of service not lower than what the rail users were getting on the Metre Gauge.

Apart from the above, the financial viability of the project is also

taken into consideration. As per extant norms, a project is considered

financially justified if it yields a financial return of not less than 14%  
under Discounted Cash Flow Method.