

done with purely governmental funding. It will essentially require raising of huge funds through Public Private Partnership (PPP) route.

**Gauge-conversion work of Jaipur-Loharu  
and Jaipur-Churu lines**

†2005. SHRI ASHK ALI TAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways had accorded sanction to convert metre gauge lines between Jaipur to Loharu and from Jaipur to Churu into broad gauge line in 2008;

(b) if so, whether the gauge conversion work of this line has started; and

(c) if so, by when it would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):

(a) Yes, Sir.

(b) Yes, Sir.

(c) Gauge conversion of Loharu-Nawalgarh is targeted for completion during 2011-12. Gauge conversion of the remaining sections of Jaipur-Ringus-Churu & Sikar-Loharu will be completed in coming years subject to availability of resources.

**Railway projects running in losses**

†2006. SHRI JAIPRAKASH: Will the Minister of RAILWAYS be pleased to state:

(a) whether in the Economic Editors' conference last month he had acknowledged that fourteen railway projects are profitable and despite an investment to the tune of Rs.57,000 crores most of the projects are running in loss;

(b) the reasons behind the loss in running these projects; and

(c) the steps being taken to make these projects profitable?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):

(a) to (c) Yes, Sir. Out of 129 ongoing New Line projects, only 14 projects are having rate of return more than 14%. Other New Line projects have been taken up on socio-economic considerations.

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†Original notice of the question was received in Hindi.