

[19 July, 2002]

RAJYA SABHA

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The Comptroller and Auditor General of India has laid its Report No. 9 and 9A of 2002—Union Government (Railways) in Parliament on 22.03.2002. In Report No. 9A of 2002—Central Reviews, Chapter-II has been included on the subject "Passenger Amenities on Indian Railways".

(b) The details of funds allocated (excluding market borrowing) and funds spent under Plan Head "Passenger Amenities" in the last three years are as under:

Period	Budget Allotment	Expenditure
1999-2000	Rs. 130 crore	Rs. 115.25 crore
2000-01	Rs. 190 crore	Rs. 136.50 crore
2001-2002	Rs. 190 crore	Rs. 168.92 crore (Provisional)

(c) The funds are sometimes not completely utilised owing to many reasons *e.g.* slowing down of work due to likely reduction in the outlay during course of the year based upon the actual availability of financial resources, slow progress of works due to contractual defaults, delay in finalisation of plans and estimates and adoption of economy measures etc.

Derailment due to technical hazards

407. SHRIPRASANTACHATTERJEE:

SHRI C.O. POULOSE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a curving track is vulnerable to derailments due to a variety of factors, ranging from axle angularity, inclined wear of outer rail, misalignment of tracks and poor riding properties of train coaches;

(b) whether the Railway Board has laid down detailed instructions on how to face technical hazards for General managers, Divisional Railway Managers, to ensure that derailments do not result from the tracks;

(c) if so, the details thereof; and

(d) whether any punishment has been awarded so far to GMS, DRMs and Permanent Way Inspectors, now designated as Section Engineers—Permanent Way, after the incidents of derailment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI BANDARU DATTATARAYA): (a) No, Sir.

(b) and (c) Instructions exist in the form of codes and manuals *e.g.* Accident Manual, Indian Railway P. way Manual etc. These are supplemented from time to time, as the need arises.

(d) Action, for imposing punishments to various levels of officers and staff, is taken in conformity with the responsibility as arrived at by the enquiry reports. So far, punishment has been awarded to Officers, Permanent way inspectors and other Permanent way staff, wherever, they were found responsible for lapses as per norms. The General Managers (GM) and the Divisional Railway Managers (DRM) are the highest ranked officers of the Zone and the Division respectively, who are responsible for the entirety of activities carried on in their Zone/Division. The enquiry reports have not fixed personal responsibility with GM/DRM in derailment cases so far. No action has, therefore, been taken against General Managers and Divisional Railway Managers so far.

Rail Track between Amethi and Shahganj

408. SHRI RAJNATH SINGH'SURYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a feasibility study was done for laying rail track between Amethi and Shahganj railway stations *via* Sultanpur Junction;

(b) if so, when the results thereof; and

(c) what is Government's reaction to such proposals/findings?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI BANDARU DATTATRAYA): (a) to (c) Survey for construction of new broad gauge line from Amethi to Shahganj *via* Sultanpur (107.9 Kms.) was conducted in March, 2002. As per survey report, the cost of construction of this rail line has been assessed as Rs. 222.18 crore with a negative rate of return. In view of constraint of resources and unviable nature, it has not been found feasible to consider taking up this project.

Declining budgetary support for railway projects

† 409. SHRI JANESHWAR MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that budgetary support for various Railway projects is continuously decreasing and its market debt is rising sharply,

† Original notice of the question was received in Hindi.