

details. We will examine the case very seriously. If there is any need for some foolproof security system, we will consider it and then we will do it.

श्री अवतार सिंह करीमपुरी : सर, मैं माननीय मंत्री जी से यह पूछना चाहता हूँ कि हम GPS सिस्टम ला रहे हैं, बहुत अच्छी बात है और मंत्री जी इसके लिए बधाई के पात्र भी हैं। रेलवे की जो लाइनें हैं और उनके ऊपर जो फ्लाई ओवर बनते हैं, उनमें से काफी फ्लाई ओवर बनकर तैयार हैं। रेलवे लाइन के ऊपर जो पोर्शन होता है, उसको रेलवे को तैयार करना होता है तथा यह उसकी जिम्मेदारी भी है, लेकिन वह अधूरा पड़ा हुआ है।
...(व्यवधान)...

श्री सभापति : यह GPS का सवाल है।

श्री अवतार सिंह करीमपुरी : सर, यह इन्फोर्मेशन ही है। GPS के माध्यम से रेल की इन्फोर्मेशन देनी है, तो हम ऑनरेबल मिनिस्टर के माध्यम से पुल की इन्फोर्मेशन ले लेंगे।

कुमारी ममती बनर्जी : सर, मैं कोई A to Z dictionary नहीं हूँ। यदि माननीय सदस्य स्पेसिफिक क्वेश्चन पूछेंगे तो मैं उत्तर दूंगी। स्टेट गवर्नमेंट फ्लाई ओवर के लिए 50 परसेंट देती है और रेलवे भी 50 परसेंट देती है। इस बारे में हमारा जो काम था, वह हमने पूरा कर दिया है। अगर आपकी कोई स्पेसिफिक कम्प्लेंट है, तो you can write to me, and I will give you the details.

Khurda-Bolangir Railway Line

*385. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Khurda-Bolangir railway line sanctioned two decades ago has not progressed much due to differing stand of Railways from time to time and if so, the details thereof;

(b) the sanction of funds for the project and expenditure incurred against those sanctions, year-wise, and the reasons for shortfall if any;

(c) the reasons for changing the criteria of the project from a socially useful project for opening up backward areas to one with economic viability; and

(d) the reasons for shifting the project to Rail Vikas Nigam Limited (RVNL) and the revised schedule of its completion?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (d) A Statement is laid on the Table of the Sabha.

Statement

(a) Khurda Road - Bolangir new line (289 km) project was included in the Budget 1994-95. The work on the project is progressing as per the availability of resources. In the first phase, Khurda Road - Begunia (36 km) has been taken up and is targeted for completion during 2010-11. In Phase-II, Begunia-Daspala (36-112 km) long lead items of major bridges have been taken up.

(b) The year-wise details of the allocation and expenditure is as under:

(Figures in crore of Rs.)

Year	Allocation	Expenditure
1994-95	1.00	0.82
1995-96	2.00	0.93
1996-97	1.50	1.50
1997-98	2.00	0.23
1998-99	2.00	0.28
1999-00	10.00	3.77
2000-01	14.50	2.19
2001-02	5.00	1.86
2002-03	5.00	6.27
2003-04	15.00	10.29
2004-05	15.38	8.40
2005-06	10.00	8.33
2006-07	23.00	23.03
2007-08	20.00	6.34
2008-09	32.43	3.50
2009-10	28.07	13.90

During 2010-11, an outlay of Rs 120 crore has been provided for the project. There has been delay in forestry clearance, handing over of Government land free of encumbrances and failure of contracts.

(c) and (d) It has been decided not to transfer this project to RVNL. The line is passing through backward areas of Orissa State and is a socially desirable project. Railways has huge throwforward of ongoing projects with limited availability of resources, as a result projects take long time in completion. However, the project is being progressed as per the available resources.

SHRI PYARIMOHAN MOHAPATRA: Sir, my first supplementary is this. This is a 16-year project which is seeking to link very backward areas of Orissa. The hon. Minister has stated in her reply that it is a socially desirable project. An amount of Rs. 186 crores was allocated in the last 16 years. Out of that, an amount of Rs.95 crores was diverted and in the last three years an amount of Rs.58 crores was not spent. Is the Minister aware that the ongoing bridges could have been completed, a lot of work could have been done and the entire money could have been spent without going into the questions of forest clearance, handing over Government land free of encumbrances and failure of contracts? Why were they not completed?

KUMARI MAMTA BANERJEE: Sir, Khurda-Bolangir railway line is a very important railway line for Orissa. There are many other lines also. There are many pending projects worth more than Rs.1 lakh crores throughout the country. It is not that I am responsible for this. This is an ongoing process and the projects are pending. It is a fact that in our country there are socially desirable areas. People are staying in those backward areas. They need railway lines. They lack railways. Paucity of funds is also a problem. But Khurda-Bolangir line is very important. That is why we have given more than Rs.120 crores for this line. Previously it was given Rs.5 crores, Rs.10 crores, Rs.15 crores, like that. We try to do our best. Let us complete the first phase. I can assure the hon. Member that, whatever is the fund provided, it will be implemented.

SHRI PYARIMOHAN MOHAPATRA: Sir, while thanking the Minister for continuing this as a socially desirable project, not transferring it to the RVNL, allocating Rs.120 crores this year and

saying that this Rs.120 crores will be spent this year, I would like to know from the hon. Minister whether she is aware of the fact that as a result of the efforts of the State Government to persuade power plants and industries to come to the hinterland of the railway lines, two power plants have agreed to establish power plants in the hinterland. Therefore, would the hon. Minister consider directing the Railway Board to fix a firm schedule for the completion of the line, at least, up to Daspalla, which is the second phase so that these power plants or industries do not shy away again from their decision?

KUMARI MAMTA BANERJEE: Our Department is encouraging private parties also to connect the port, the coal mines, and even the college areas, university areas and other important areas. We have already announced our ROH policy, where we say, we are willing to give them the economic share, if the people are interested. So, we are giving importance to this project. The first phase will be completed before March, 2011, and then, we will take up the second phase. I can assure the hon. Member that whatever we have said, we will do our best to complete the first phase, and, then, we will go in for the second phase. About RVNL, we are not in for it.

MR. CHAIRMAN: Shri Rudra Narayan Pany. You put your supplementary, without a speech.

श्री रुद्रनारायण पाणि : I will, specifically, put my supplementary. क्या माननीय मंत्री महोदया यह बताएंगी कि इस महत्वपूर्ण परियोजना के विलंब का कारण यह कहा जा सकता है कि राज्य सरकार द्वारा भूमि अधिग्रहण करके रेलवे को देने में कहीं कोई प्रॉब्लम रह गई है?

KUMARI MAMATA BANERJEE: It will be better if I give him a written reply.

SHRI BAISHNAB PARIDA: Sir, the hon. Minister, in her answer to this question, has said, "However, the project is progressing as per available resources." But, from the records of allotment which she has given, it is clear that in the previous years, that is, in 2008-09, Rs.32.33 crores were allotted, but only Rs.3.5 crores were spent; in 2009-10, Rs.28.07 crores were allotted, out of which

only Rs.13.90 crores were spent." So, the resources are there. But why is the Ministry not spending this money on such an important line, which is considered as the lifeline of Orissa?

KUMARI MAMATA BANERJEE: Sir, when this project was announced, there was a decision that the State Government would acquire land. Now, there are some problems relating to land acquisition. That is why the Railways are not able to do it. But, this time, we have decided that we will pursue the matter with the State Government too. So, whatever is required to be done, we will take action accordingly.

SHRI RUDRA NAYARAN PANY: That was my supplementary. वे नहीं कर रहे हैं।

कुमारी ममता बनर्जी: पाणि जी, मैंने बोल दिया है।

रेल दुर्घटनाएं

***386. श्री गंगा चरण :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 2009-2010 के दौरान कुल कितनी रेल-दुर्घटनाएं हुई हैं और उनमें जान-माल का कुल कितना नुकसान हुआ है;

(ख) आतंकवादियों द्वारा किए गए बम-विस्फोटों तथा रेल पटरी उड़ाने की वजह से कितनी रेल-दुर्घटनाएं हुई हैं; और

(ग) इन दुर्घटनाओं के कारणों का ब्यौरा क्या है और भविष्य में इस तरह की दुर्घटनाओं को रोकने के लिए क्या-क्या उपाय किए जा रहे हैं?

रेल मंत्रालय में राज्य मंत्री (श्री ई. अहमद): (क) से (ग) एक विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) वर्ष 2009-10 के दौरान भारतीय रेल पर कुल 100 परिणामी रेलगाड़ी दुर्घटनाएं (बिना चौकीदार वाले समपारों पर सड़क उपयोगकर्ताओं द्वारा अनाधिकार प्रवेश की घटनाओं को छोड़कर) हुई। इन दुर्घटनाओं में 64 व्यक्ति मारे गए हैं और 54.29 करोड़ रुपये (लगभग) की रेल संपत्ति का नुकसान होने का अनुमान है। यद्यपि परिणामी गाड़ी दुर्घटनाओं की संख्या में कमी आई है जो 2002-03 की 269 की तुलना में घटकर पिछले वर्ष 100 हो गई, फिर भी प्रत्येक घटना दुर्भाग्यपूर्ण होती है और रेलें ऐसी पुनरावृत्ति को रोकने के लिए सभी प्रयास करती हैं।