

#### **Cancellation of trains due to fog**

1835. SHRI JAI PRAKASH: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that every year more than 40 trains have to be cancelled due to dense fog in North India, leading to loss of revenue as well as inconvenience to passengers;
- (b) if so, whether Government is engaged in the research of some new technique to overcome this situation;
- (c) if so, the details thereof; and
- (d) the annual loss of revenue to Government?

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

(a) Yes, Sir.

(b) and (c) Railways is undertaking trial of a fog safe device which is a portable device to be carried by loco pilots and alert the driver about approaching signals and is likely to give better speed to trains.

(d) The data of loss due to late running of trains or their cancellation due to fog is not maintained.

#### **Rail projects in Madhya Pradesh**

†1836. SHRI RAGHUNANDAN SHARMA: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the rail projects running in Madhya Pradesh;
- (b) whether all these projects are running behind schedule;
- (c) if so, the reasons therefor; and
- (d) the details of steps taken by Government to complete these projects in time?

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

(a) Presently, 5 new line, 5 gauge conversion and 4 doubling projects falling fully or partly in Madhya Pradesh are in progress.

(b) and (c) No, Sir. However, some projects are trailing behind schedule due to delay in land availability, forestry clearance and constraint of resources.

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† Original notice of the question was received in Hindi.

(d) Railways have huge throw-forward of ongoing projects with limited availability of resources. The projects are progressed as per availability of resources. To expedite completion of projects, a number of initiatives have been taken to generate additional resources through non budgetary measures like Public-Private Partnership, funding by State Governments and other beneficiaries. To reduce delay on account of land availability, security issues, forestry clearances etc. meetings with State Government/Central Government officials are held from time to time. Contract conditions have been modified to bring efficiency in contract management and field units have been further empowered.

#### **Allocation of budget for North-eastern railway**

†1837. SHRI MOHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the budget allocated for North Eastern railway for the year 2010-11 as per target and the amount out of this budget spent on targeted schemes and the amount diverted towards other items;

(b) the extent to which the projects to be completed in the fixed time-frame got affected due to diversion of grants and the quantum of escalation of estimates of expenditure of these projects due to delay; and

(c) whether the power of diversion within the prescribed budget has been given to zonal officers?

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

(a) and (b) The Budget allotment amounting to Rs. 622.35 crore has been provided to North Eastern Railway for the year 2010-11 for the Plan-Head new line, gauge conversion & doubling. Out of which an expenditure of Rs. 551.95 crore has been incurred upto February' 2011. No funds have been transferred from targeted projects to non-targeted projects on North Eastern Railway.

(c) There is no power with the zonal Railway for diversion of fund under plan head new line and gauge conversion.

#### **Doubling of Gorakhpur-Bhatni rail track**

†1838. SHRI MOHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

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