

(b) Out of these derailments, 15 persons lost their lives in one derailment on 16.07.2004 on Konkan Railway, which was caused due to falling of boulders on track. On an average the total interruption to through traffic has been 9.30 hours per derailment.

(c) The causes of derailment vary from failure of Railway staff, failure of other than Railway staff and equipment failure to incidence like falling of boulders on track and cases of sabotage/miscreant activities.

(d) Special Railway Safety Fund was created in the year 2001-2002 to wipe out overdue assets including track. 87% of track renewal work due as on 31.3.2001 has already been done. Track becoming due from 01.04.2001 is also being concurrently sanctioned for renewal so that overdue replacements do not get accumulated.

Rail Projects in Himachal Pradesh

†691. SHRI KRIPAL PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of backwardness of Himachal Pradesh in respect of railways, the extension of broad gauge from Baijnath to Bhanupalli via Kalka-Parvanu broad gauge, Chandigarh-Jagadhari-Paunta Sahib-Dehradun, gauge conversion of Pathankot Jogendra Nagar narrow gauge, construction of Bhanupalli-Bilaspur-Rampur, Ghanauli-Pinjaur via Nalagadha-Badri and Kumanhalti-Dehradun railway line, allocation of funds for extension and improvement of rails and expediting the construction work of Una-Nangal-Talwada rail line is quite urgent;

(b) if so, the progress made in this regard, so far; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) In view of constraint of resources and large shelf of on-going new line projects, it is not feasible to consider construction of proposed new lines. The work of construction of new lines between Kalka-Parwanu and Nangal Dam-Talwara have already been sanctioned. For

† Original notice of the question was received in Hindi.

construction of Kalka-Parwanu rail line, State Government of Himachal Pradesh had constituted a Committee to look into the technical constraint in the project. The Committee had submitted its recommendations to the State Government for dropping the work of Kalka-Parwanu and instead taking up construction of new line between Chandigarh and Baddi. Accordingly, survey for Chandigarh-Baddi new line was conducted and has recently been completed.

Regarding construction of new broad gauge rail line between Nagal Dam-Una-Talwara, the work from Nangal Dam to Churaru Takrala (33 kms.) has already been completed and opened for traffic. The work has been taken up on Churaru Takrala-Amb Anduara (11 kms.) where land has been made available.

An updating survey for new line from Bhanupalli-Bilaspur-Beri has been taken up.

Freight Tariff

692. SHRIMATI S.G. INDIRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways are considering to lower its freight tariffs over 40 per cent in the near future;

(b) if so, the details thereof;

(c) whether it is also a fact that the Railways are considering to create a separate dedicated freight corridor project; and

(d) if so, the details thereof?

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

(b) Does not arise.

(c) to (d) Ministry of Railways is examining the feasibility of developing Dedicated Multimodal High Axle Load Freight Corridors with Computerized Train Control System between Mumbai-Delhi and Delhi-Howrah. The cost of project has been estimated about Rs. 21140 crore.