

1,25,000 Crores for completion. The main reasons for delay in completion of the ongoing projects have been delay in land availability, limited availability of resources, forestry clearance, adverse law & order conditions, failure of contractors, court cases in regard to alignment, non availability of materials, etc. which affect the progress. Ongoing projects undergo cost escalation on account of delays as above and change in the standard of construction & technology, scope of work, inflation, etc. Due to aforesaid extraneous circumstances beyond control of railways, responsibility cannot be fixed on any employee.

(e) To expedite completion of the ongoing projects as also to avoid cost and time overrun, railways are also making efforts to generate extra budgetary financing through measures like, raising of funds through Public Private Partnership, participation by State Governments/beneficiaries, additional funds for National Projects as also implementation through Rail Vikas Nigam Limited have started yielding positive results.

In addition, (i) the contract conditions have been modified to bring efficiency in contract management and field units have been empowered with delegation of powers; and (ii) pursuing the security issues and land acquisition with the State Governments and also-environment issues upto the level of Ministry of Environment and Forests.

Conversion of halt into a station

†3378. SHRI UPENDRA KUSHWAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in light of Ministry's letter No. NR-B3958 dated 26 December, 2002, No.2003/TG IV/3/ECR/1/NR dated 20 March, 2003, a proposal to convert the halt (crossing) at Benipatti Pirapur between Gaural and Bhagwanpur stations on Hajipur-Muzaffarpur railway section into a station has been sent by Division office Sonepur and East Central Railway, Hazipur; and

(b) if so, the status of approval of the said proposal?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):
(a) Yes, Sir. A proposal was received for conversion of a halt station into a flag station.

(b) The proposal has not materialised as it is financially unremunerative and not justified from commercial point of view.

Rangiya-Murkongseleek gauge conversion project

3379. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of RAILWAYS be pleased to state:

(a) the year-wise details of allocation made, amount sanctioned, utilization and achievement made towards the Rangiya-Murkongseleek gauge conversion after it has been declared as a National Project; and

(b) the details of the present status of the Rangiya-Murkongseleek gauge conversion and the target fixed for completion thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):
(a) Gauge conversion of Rangiya-Murkongseleek (510.33 km. section is a sanctioned National Project. The year-wise Budget allocation and expenditure for this project are as under:

Year	Budget Allotment (Rs. in Crore)	Expenditure (Rs. in Crore)
2007-08	4.00	4.05
2008-09	64.00	66.49
2009-10	150.30	160.50
2010-11	317.80	323.03
2011-12	283.00	99.78
		(upto July '11)

(b) On this project, land acquisition, earthwork, bridges and track work have been taken up on entire stretch and the works are in various stages of progress. Rangiya-Rangpara North (123.6 km.) section of this project is expected to be completed by March, 2012.

Travelling on rooftops on trains

3380. SHRI AVTAR SINGH KARIMPURI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of passengers found travelling on rooftops of trains during past three years till date, zone-wise;