

### **Pending railway projects**

2755. SHRI K.E. ISMAIL:

SHRI M.P. ACHUTHAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that large number of railway projects are lying pending mainly due to lack of resources;
- (b) if so, the details thereof with total number of such projects, location-wise;
- (c) whether it is also a fact that Railways declare various projects without provisioning or taking into account the sources of funds;
- (d) if so, the details thereof;
- (e) the details of total volume of funds that are required for implementation of pending railway projects; and
- (f) the details of the ways that Railways propose for funding the required amount?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (f) As on 01.04.2011, there are 129 New Line, 45 Gauge Conversion and 166 Doubling projects which are under execution by Indian Railways in various parts of the country requiring about Rs. 1,25,000 crore for their completion.

Source of funding for every project is firmed up before taking up of projects. However, funds get thinly spread due to large shelf of ongoing projects, huge throwforward of projects and limited availability of resources. As a result, projects are progressing as per availability of resources.

To augment resources other than Gross Budgetary Support, steps have been taken to generate resources through State participation and other beneficiaries, Public Private Partnership, defence funding, declaring some projects as National Projects and implementation of bankable projects through Rail Vikas Nigam Limited.

### **Construction of new railway lines**

2756. SHRI N.K. SINGH:

SHRIMATI SHOBHANA BHARTIA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether freight and passenger output has increased much more than track kilometres over the last three years;
- (b) if so, the details thereof and the reasons therefor;
- (c) whether large scale construction of new railway lines would take place in near future; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (d) Yes, Sir. Freight traffic has grown from 833.39 million tonnes in 2008-09 to 921.73 million tonnes in 2010-11 whereas Passenger Traffic during this period has gone up from 6920 million passengers to 7651 million passengers. Track kilometers have gone up from 86937 in 2008-09 to 87087 in 2009-10. Figures for 2010-11 for Track kilometres are under finalization.

Traffic output is not solely dependent on track kilometers as output also increases due to technological and operational improvements like advanced Signalling system, better loadability of wagons, punctuality of operation, better wagon turn-round etc.

#### **Collision of trains near Chennai**

2757. SHRI SANJAY RAUT:

SHRI GOVINDRAO ADIK:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that trains collided near Chennai in September, 2011;
- (b) if so, the details of the accident;
- (c) whether it is a fact that signal system failed and both the trains came on the same track; and
- (d) the appropriate measures Railways are taking to check such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) and (b) On 13.09.2011 at 21.25 hrs., while the train No. 56007 Dn (Arakkonam-Katpadi) Passenger was waiting at Down Home Signal at Chitteri station of Arakkonam-Katpadi section of Chennai Division of Southern Railway, train No. 66017 Dn (Chennai Beach-Vellore) Mainline Electrical Multiple Unit (MEMU) collided in the rear of train No. 56007 Dn (Arakkonam-Katpadi) Passenger resulting into derailment of two coaches of 56007 Dn Passenger and five coaches of train No. 66017 Dn MEMU blocking through communication. 11 persons lost their lives (three railway staff and eight passengers), 23 passengers sustained grievous injuries and 66 passengers suffered simple injuries in this accident.

(c) Statutory inquiry into the above train accident has been conducted by the Commissioner of Railway Safety (CRS), Southern Circle under the Ministry of Civil Aviation. As per the Preliminary Report of Commissioner of Railway Safety, the accident was caused due to signal passing at danger by the Motorman of train No. 66017 Dn (Chennai Beach-Vellore) MEMU without stopping and then proceeding at more than prescribed speed.

(d) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continuing basis to prevent accidents and to enhance safety.