

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) Some complaints do come to notice of the Railways.

(b) and (c) Zonal railways have been authorized to fix the portage charges and revise the same in every alternate year. These rates are displayed at prominent places at railway stations. To overcome the problems of harassment/ exploitation by licensed porters, regular checks are conducted at stations. The badges of the licensed porters involved in such activities are impounded/suspended. Zonal railways have also been directed to counsel the licensed porters to behave properly and courteously with the passengers.

(d) There are approximately 20,000 licensed porters on Indian railways.

Land acquisition for railway project

1666. SHRI DEVENDER GOUD T.: Will the Minister of RAILWAYS be pleased to state:

(a) by when Jagtial-Mortad section of Peddpalli-Karimnagar-Nizamabad section would be completed;

(b) the total land required for Mortad-Nizamabad section;

(c) the progress of land acquisition made so far;

(d) whether there are any difficulties in acquiring land; and

(e) if so, how Railways are planning to acquire it in coordination with the State Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) Jagtial-Mortad section of Peddpalli-Karimnagar-Nizamabad new line project is scheduled for completion by March 2014.

(b) The land required between Mortad-Nizamabad section is 866 Acres. This includes; additional land requirement of 50 Acres for provision of ROB/RUBs between Armoor and Nizamabad section.

(c) The land acquired so far is 816 Acres. Submission of land acquisition proposal to the State Revenue Authorities are under process for the balance 50 Acres of Land.

(d) and (e) In the past, there were issues regarding field verification of land due to shortage of Revenue Surveyors and in verifying ownership of assigned

land. Regular meetings and being conducted at various levels with State Government Authorities to review the progress of land acquisition and resolve other issues arising out of the land acquisition.

Unmanned level crossings

1667. SHRI N.K. SINGH:

DR. JANARDHAN WAGHMARE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of increasing number of fatal accidents at Unmanned Level Crossings (ULCs) across the country, Railways propose to construct subways and underpasses at all ULCs;

(b) if so, the details of railway accidents occurred at ULCs during the past three years;

(c) whether any time-line has been fixed to construct such subways or underpasses at ULCs; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) to (d) It has emerged from the study of pattern of accidents that manning of unmanned level crossings is not an ideal solution for avoiding accidents. Therefore, the policy of manning of unmanned level crossings has been reviewed and Hon'ble Minister of Railways (MR) has announced in Budget Speech for elimination of all unmanned level crossings. Accordingly, Railways have decided to progressively eliminate all unmanned level crossings by:

- Closure - Closing unmanned level crossings having NIL/negligible Train Vehicle Unit (TVU).
- Merger - Merger of unmanned level crossing gate to nearby manned or unmanned gates or subway or Road Under Bridge (RUB) or Road Over Bridge (ROB) by construction of diversion road.
- Provision of Subways/RUBs.
- Manning - The unmanned level crossings which cannot be eliminated by above means will be progressively manned based on rail-road traffic volume, visibility conditions.

Elimination of all these Level Crossings is a gigantic task and involves lot of manpower, resources and budgetary support. It is a continuous process and is done as per need, *inter-se* priority of works, availability of funds and co-operation of State Government, particularly, in getting consent of closure of level crossing and undertaking to maintain road and drainage in future for subways.