

intervals to monitor and educate staff for observance of safe practices. Safety devices/systems being introduced to prevent accidents include provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Vigilance Control Device (VCD), Train Protection Warning System (TPWS), Train Collision Avoidance System/Anti Collision Device (ACD), etc.

**Cost escalation due to delays**

926. SHRI NARESH AGRAWAL: Will the Minister of RAILWAYS be pleased to state:

- (a) the number of projects of Railways that have undergone cost escalation due to delay;
- (b) the details of total extra expenditure due to delay in projects;
- (c) whether Government has taken any steps to reduce delays and control cost escalations;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) to (e) Cost escalation of railway projects is on account of large shelf of ongoing projects having huge throwforward with limited availability of resources. As a result, funds are thinly spread out thus prolonging period of completion. Depending upon their relative priority, projects get completed.

The extra expenditure being incurred by Railways cannot be quantified in real terms as escalation depends on various factors every year. As on 01.04.2012, Railways have 347 ongoing projects under New Lines, Gauge Conversions and Doubling having a throwforward of about Rs.1.47 Lakh Crore. Apart from fund constraints, following factors also contribute to delay in execution of projects:

- (i) Delays in land acquisition and forestry clearances;
- (ii) Adverse law and order condition and other market forces;
- (iii) Failure of contracts;
- (iv) Technological changes, improved standard of construction and other changes in scope of work due to change in traffic pattern etc which could not be anticipated at the time of sanction of project.

To expedite completion of projects, a number of initiatives have been taken to generate additional resources through non-budgetary measures like funding by State Governments and other beneficiaries, execution of projects through Rail Vikas Nigam Limited on SPV basis etc.

Efforts made by Railways have started giving results. On the request of railway, 10 State Governments have come forward for sharing cost of 4760 Km of projects. 5 projects have been taken up with participation of industry/stakeholders.

Besides, to reduce delays on account of land acquisition, security issues and forestry clearances etc, meetings with State Officials at various levels are held from time to time. Field units have been empowered with further delegation of powers and the contract conditions have been modified to bring efficiency in contract management. Security, land acquisition and environment issues are also taken up with State Governments and Ministry of Environment and Forest for early approvals.

#### **Incident of molestation in Yeshwantpur-Mysore Express**

927. SHRI AVINASH RAI KHANNA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that a 19 year old girl was molested and thrown out of Yeshwantpur-Mysore Express in July, 2012;
- (b) if so, the steps Railways have taken for security of passengers in general and particular in this case;
- (c) whether any compensation has been given to the victim;
- (d) if not, the reasons therefor;
- (e) whether Railways are considering to draft a policy to provide compensation to victims if any incident happens in the train during travelling; and
- (f) if not, the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) Yes, Sir. Government Railway Police/Mysore has registered a case vide crime no. 43/2012 under section 354, 307 read with 34 Indian Penal Code and 152 the Railways Act and arrested all the four persons involved in the incident.

(b) Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are