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| 2. | Rohtak-Meham-Hansi (68.8 km.) | Haryana |
| 3. | Tumkur-Chitradurg-Davangere (199.7 km.) | Karnataka |
| 4. | Shimoga-Harihar (78.66 km.) | Karnataka |
| 5. | Whitefield-Kolar (52.9 km.) | Karnataka |
| 6. | Bangalore-Satyamangalam (260 km.) | Karnataka |
| 7. | Ratlam-Dungarpur via Banswara (176.47 km.) | Rajasthan |

(c) Due to huge throw forward of ongoing railway projects and limited availability of resources, railway requested State Governments to come forward for sharing cost of projects. There is no such apprehension of inordinate delay in laying new rail lines due to these two conditions *viz.* 50% cost sharing and provision of free land with the State Governments.

Providing stoppage for express trains

†4153. CHAUDHARY MUNABBAR SALEEM: Will the Minister of RAILWAYS be pleased to state:

(a) the names of Members of Parliament from whom letters have been received for providing stoppage of Delhi-Bhopal Shatabdi Express and Lucknow-Mumbai Pushpak Express at the railway station of Vidisha, the historical district of Madhya Pradesh;

(b) the action taken on them; and

(c) whether Government proposes to provide stoppage of said trains at the said railway station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY): (a) A large number of representations from various quarters including those from Members of Parliament are received at various levels of railway administration for provision of stoppage of trains. However, Indian Railways do not maintain compendium of such representations.

(b) Stoppage of 12001/12002 Delhi-Bhopal Shatabdi Express and 12533/12534

†Original notice of the question was received in Hindi.

Lucknow-Mumbai Pushpak Express at Vidisha has been examined and found not feasible at present.

(c) At present, there is no proposal for provision of stoppage of 12001/12002 Delhi-Bhopal Shatabdi Express and 12533/12534 Lucknow-Mumbai Pushpak Express at Vidisha.

However, provision of stoppages on Indian Railways is an ongoing process and depends upon factors like traffic offering at the station, operational feasibility, commercially viability, availability of alternative services, passing time of the train at the station, pattern of services, population and signification of towns/cities and new developments taking place etc.

Policy for time-bound compensation to accident victims

4154. SHRI AMBETH RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has any concrete policy to give time-bound compensation to the victims of railway accidents; and

(b) if so, the details of the policy and compensation given to victims during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY): (a) and (b) The compensation to the victims of train accidents as defined under Section 124 of the Railways Act, 1989, is paid by the Railways after a claim filed by the claimant in the Railway Claims Tribunal is decreed by the Tribunal in favour of the claimant and decree so awarded is decided to be satisfied by the Railways.

The Railway Claims Tribunal is a quasi-judicial body independent from the Railways. Judicial process for settling the claims involves different stages, like filing of Written Statements, filing of evidence and arguments, which is a formalized process. The disposal of railway accident compensation claims in the Tribunal depends upon the facts and circumstances of each case. Railways make all out efforts at their end for early disposal of the compensation claims in train accidents. An Accident cell is set up at each zonal Head quarter to provide assistance for filing of accident compensation claims and monitor them till the satisfaction of decree passed by the Railway Claims Tribunal. After the decree is passed by the Tribunal and satisfied by the Railway administration, payment of decreed amount is made at the earliest.