

measures including setting up of Railway Safety Authority and creation of non-lapsable Railway Safety Fund etc.

(e) High Level Safety Review Committee was constituted by Ministry of Railways on 16.09.2011 under the Chairmanship of Dr. Anil Kakodkar, former Chairman, Atomic Energy Commission to go into all technical and technology related aspects in connection with safe running of train services in the country. The Committee has submitted its Report to Ministry of Railways on 17.02.2012. The Kakodkar Committee has made 106 recommendations in their Report covering the following aspects: General Safety Matters, Organizational structure, Empowerment at Working Level, Safety related works and issues, Vacancies in critical safety categories and Manpower Planning issues, Shortage of Critical Safety Spares, External Interferences - Encroachment and Sabotage, Signaling, Telecommunication and Train Protection, Rolling Stock, Track, Bridges, Level Crossings, Human Resource Development with emphasis on Education and Training, Training Institutes on Indian Railways (IR) and Eco-System on Indian Railways and Safety Architectures on IR.

(f) The recommendations of the Committee are under examination.

Proposal for electrification of railway routes

†595. SHRI MAHENDRA SINGH MAHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposals for the electrification of Ghaziabad-Moradabad-Bareilly-Lucknow, Ghaziabad-Moradabad-Ramnagar and Ghaziabad-Moradabad-Rampur-Kathgodam railway routes are pending for approval; and

(b) if so, by when these proposals are likely to be granted financial and construction related approvals?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) and (b) Electrification work on Ghaziabad-Moradabad section is in progress. Electrification of Moradabad-Rampur-Bareilly-Lucknow has been completed. At present, there is no proposal to electrify Moradabad-Ramnagar and Rampur-Kathgodam rail lines, as the electrification of railway tracks is decided based on financial viability, traffic volumes and operational flexibility

†Original notice of the question was received in Hindi.