

Apart from above, the following measures are taken to enhance the security at Stations and in trains:—

1. Regular co-ordination is being maintained and intelligence inputs are shared with Government Railway Police/Local Police from time to time.
2. Frequent announcements through public address system at stations are made to educate the passengers not to touch any suspicious articles on trains and in railway premises.
3. Dog squads in Divisions and Zones are being augmented and sniffer dogs are utilized to detect any explosives in trains and stations.

(d) and (e) Yes, Sir. As many as 31 CCTV cameras have been installed at Kanpur Railway station.

Old operational railway bridges

607. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of RAILWAYS be pleased to state:

- (a) the number of railway bridges which are over 100 years old but are still in operation;
- (b) whether condition of certain bridges is precarious and speed of trains is drastically reduced so as to withstand the pressure of their movement; and
- (c) the periodicity of inspection of each bridge to check its strength to prevent any chance of accident?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) As on 01.04.2012, there are 33,395 bridges on Indian Railways, which are more than 100 years old.

(b) There is no unsafe bridge on Indian Railway system. However, sometimes, speed restriction, as required is imposed on a bridge based on its physical condition as observed during the inspection. Such bridges are also safe for passage of trains on permitted speed.

(c) A regular and rigorous system of inspection of railway bridges is followed on Indian Railways. Under this system all the railway bridges are thoroughly inspected once a year by designated officials. In addition, the inspecting officials also inspect the bridges during their routine inspections.

Eastern Dedicated Freight Corridor Scheme

†608. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state:

- (a) the completion schedule of the Eastern Dedicated Freight Corridor Scheme and whether this Scheme is running as per schedule;
- (b) whether this Scheme would be completed in time and if not, the reasons therefor;
- (c) the total amount spent *vis-à-vis* the total estimated expenditure on this scheme;
- (d) the status of progress of this Scheme in Khurja, Meerut, Saharanpur and Ambala area; and
- (e) by when this corridor would be operationalized in this section?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) to (e) The implementation of Eastern Dedicated Freight Corridor is divided into 3 sections based on the funding sources. These sections and their completion schedules are:—

- (i) Ludhiana-Khurja-Kanpur-Mughalsarai section (1183 km.) is being funded by World Bank to the extent of 66% of project cost in 3 phases sequentially *i.e.* Khurja-Kanpur (343 km.), Kanpur-Mughalsarai (393 km.) and Ludhiana-Khurja-Dadri (447 km.) sectors. Loan Agreement for the first sector *viz.* Khurja-Kanpur was signed in October, 2011 and civil construction contract has been awarded in January, 2013. This sector is targeted for completion in March, 2017. The Loan Appraisal/Agreement and procurement thereafter for the second and third sectors *viz.* Kanpur-Mughalsarai and Dadri-Khurja-Ludhiana are scheduled to be concluded in 2013-14 and in 2014-15 respectively. The completion of work is likely to take 48 months after the award of the contract.
- (ii) Mughalsarai-Sonnagar section (122 km.) is being funded by Indian Railway's resources. Construction work is in progress and the complete section would be commissioned by December, 2015.

†Original notice of the question was received in Hindi.