

- (b) the remedial measures being taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No, Sir. Number of consequential train accidents (excluding incidents of trespassing at unmanned level crossings caused due to negligence of road vehicle users), have decreased from 100 in 2009-10 to 93 in 2010-11, 77 in 2011-12, 69 in 2012-13 and 71 in 2013-14. In the current year from April to November, 2014, such consequential train accidents have, however increased from 48 to 63 in comparison to the corresponding period of pervious year due to increase in derailments.

(b) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems being progressively installed to prevent accidents include provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), LED Signals, Vigilance Control Device (VCD). Certain Safety devices/systems are under development stage and these include Train Collision Avoidance System (TCAS), Train Protection and Warning System (TPWS), etc.

#### **Railway projects for Odisha**

3134. SHRI A.U. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

- (a) whether all railway projects announced during 2009 and onwards for Odisha have been taken up for execution, if so, the details and the present status of each project;
- (b) the details of funds allocated/spent thereon, so far;
- (c) by when the said projects are likely to be completed; and
- (d) the steps being taken to expedite and complete the pending/delayed projects within the stipulated time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) All projects sanctioned since 2009 falling partly/fully in Odisha have been taken up for execution, except the new line work of Raipur-Jharsuguda (310 Km) and two Workshop projects. The details of major projects including New Lines, Gauge Conversions, Doublings, Electrification and Workshops sanctioned since 2009 falling partly/fully in Odisha are as under:

Sl. No.	Project	Year of inclusion in the Budget	Cost (2014-15) (₹ in cr.)	Expr. Upto March 2014 (₹ in cr.)	Outlay for 2014-15	Status
1	2	3	4	5	6	7
<b>New Line</b>						
1.	Digha-Jaleswar (41 km) with new Material Modification for Digha-Egra (31 km)	2010-11	651	7.81	5	Final Location Survey completed Detailed Estimate sanctioned. Land Acquisition is slow as land records are not available in Odisha. Digha- Egra (31 km) new line sanctioned in Feb.'11 at a cost of ₹298.52 cr. Final Location Survey completed and land plans prepared.
2.	Raipur-Jharsuguda (310 km)	2013-14	2161	0.1	0.1	Expenditure can be incurred after obtaining clearance from Planning Commission and approval of Cabinet Committee on Economic Affairs (CCEA).
<b>Doubling</b>						
3.	Banspani-Daitari-Tomka-Jakhapura (180 km)	2009-10	942	161.25	198	Daitari-Banspani, Flyover works between Jakhapura-Sukinda Road

1	2	3	4	5	6	7
						completed and commissioned. Jakhapura-Haridaspur 3rd line (25Km) has been taken up.
4.	Brundamal-Jharsuguda-flyover connection for joining DN Line (6.6Km)	2009-10	94	1	1	Detailed Estimate sanctioned. Tender opened for earthwork and minor bridges where land is available.
5.	Delang-Puri (28.7 km)	2010-11	167	75.42	70	Delang-Sakhigopal (12.4 km): Section completed and work of Sakhigopal-Puri (16.3 km): has been taken up.
6.	Sambalpur-Talcher (174.11 km)	2010-11	679	50.23	52	Earthwork and Bridge work have been taken up.
7.	Champaj haran-Bimlagarh (21 km)	2010-11	177	54.96	8	Detailed Estimate sanctioned. Track-linking in Bimlagarh-Patasahi(8km) has been completed. Earthwork and Bridge work in remaining section have been taken up.
8.	Manoharpur-Bondamanda 3rd line (30 km)	2012-13	258	1.19	5	Preliminary activities like preparation of design, plans have been taken up.
9.	Bhadrak-Nergundi 3rd line (80 km)	2012-13	837	2	1	Preliminary activities like preparation of design, plans have been taken up.

**Electrification**

10.	Vizianagaram-Rayagada-Titlagarh-Raipur (465 Km)	2011-12	642	139.26	90	Detailed Estimate has been sanctioned. Work entrusted to CORE and RVNL.
11.	Jharsuguda-Sambalpur-Titlagarh Section including Jharsuguda-lb (Bypass line) (238 Km)	2012-13	281	0.95	27	Detailed Estimate has been sanctioned. Work entrusted to CORE.
12.	Sambalpur-Angul (156 Km)	2012-13	238	10.10	25	Detailed Estimate sanctioned and work has been entrusted to East Coast Railway/Construction.
13.	Singapur Road-Damanjodi (152 Km)	2013-14	129	0.01	2.05	Detailed Estimate has been sanctioned. Work entrusted to CORE.

**Workshops**

14.	Wagon Factory, Sitapali	2012-13	176.73	0	2	Execution of this wagon factory has not been taken up due to slow growth in freight traffic- <i>vis-a-vis</i> capacity for manufacturing already available.
15.	Wagon Repair Shop, Kalahandi	2013-14	-	-	-	Proposal has not been taken up due to operational constraints for functioning of a wagon repair workshop at Kalahandi.

(c) Railways have huge throwforward of ongoing projects and limited overall availability of funds. As such it is not possible to allocate adequate funds to all projects on a regular basis which is a pre-requisite for fixing time-frame for completion of the projects.

(d) Contractual and departmental machinery have been geared up to complete the projects. Coordination with State Government, at various levels, meeting with local public representatives at site to sort out local problems, regular review meeting at higher levels, are conducted to speed up the completion of projects.

**Gauge conversion work between Sengottai and Punalur**

3135. SHRI S. THANGAVELU: Will the Minister of RAILWAYS be pleased to state:

(a) whether broad gauge conversion work between Sengottai and Punalur under Southern Railway is not moving at the desired pace due to poor allocation of funds;

(b) if so, whether Railways are considering to allocate more funds to prevent cost escalation as well as to complete the project on time;

(c) whether the doubling work between Chennai and Kanyakumari is also not moving fast due to shortage of funds; and

(d) if so, whether Railways are considering to make an additional allocation of funds for the above project, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Gauge conversion of Sengottai-Punalur section has been taken up as a part of Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar gauge conversion project. On this project, Tirunelveli-Tiruchendur (61 Km), Tirunelveli-Tenkasi-Bhagvatipuram (86 Km), Virudhunagar-Tenkasi (122 Km) and Quilon-Edamann (52 Km) sections *i.e.* a total of 321 Km out of 357 Km have been completed. On balance portion *i.e.* Bhagvatipuram-New Ariyankavu-Edamann (36 Km), earthwork, bridges and tunneling works have been taken up. However, this being a ghat section involving tunnels and deep cuttings, the progress of work is slow.

An outlay of ₹ 35 crore has been provided in Budget 2014-15. No commitment of funds in future can be made at this stage as funds to the projects are allotted on year to year basis.

No specific target date for completion of this work has been fixed.