

Sl. No.	Name of the project	Year of Sanction
1.	Ahmedabad-Botad (170.48 km.)	2011-12
2.	Dhasa-Jetalsar (104.44 km.)	2011-12
3.	Mahešana-Taranga Hill (57.4 km.)	2011-12
4.	Shahpur-Saradiya (46 km.)	2011-12

Recently, Government of Gujarat has requested for gauge conversion of Ahmedabad-Mahešana (68.78 km.) and the project has been sanctioned in the Budget 2015-16 at an anticipated cost of ₹ 420 crore subject to requisite Government approval.

(b) Completion of a Railway project is dependent upon funds available for allotment, acquisition of land, statutory clearances like forestry and wild life clearances, shifting of services, cutting of trees, construction of road over bridges and road under bridges by road maintaining agencies etc. Since many of these factors are beyond the control of Ministry of Railways, timeline for completion of this project has not been fixed.

Loss incurred by Railways due to rain, fire etc.

†2200. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that loss of crores of rupees is incurred every-year by Railways on account of rain, fire and other reasons;

(b) if so, the quantum of loss incurred; and

(c) the steps taken by Government to avoid losses in such situations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) The quantum of loss incurred by railways due to rain, fire and other reasons during the last three years is as under :

(₹ in crore)	
Year	Amount
2014-15 (Provisional)	104.92
2013-14	48.40
2012-13	50.12

† Original notice of the question was received in Hindi.

(c) Improvement in safety is a continuous process through upgradation of technology and undertaking regular maintenance practices in all spheres of railway operations and infrastructure to prevent losses due to breaches by rains, fire, accidents etc. and to enhance safety. Further, Railways are also supplementing efforts of States in ensuring protection and security of Railway property, passenger area and passengers by escorting of trains, access control at stations, guarding at station platforms, surveillance through CCTV cameras etc. since registration of crimes, their investigation and maintenance of law and order in Railway premises as well as on running trains is the responsibility of State Government, which they discharge through Government Railway Police (GRP). Besides the above, security of Railway tracks is ensured by District Police of respective States.

Survey of new railway lines in KBK region of Odisha

2201. SHRI A.V. SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) the new railway lines surveyed in KBK (Kalahandi, Bolangir and Koraput) region of Odisha; and

(b) the status of allocation of funds to these new lines and probable date of their execution?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) 11 Surveys for new line projects falling fully/partly in the State of Odisha including KBK region, have been completed during the last three years and current period.

(b) Huge throwforward of ongoing projects, limited availability of funds for new lines, and competing priorities preclude Railways from taking up any new line projects. Since the projects have not been sanctioned, the question of allocation of funds does not arise.

Unmanned level crossings in Telangana

2202. SHRI V. HANUMANTHA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) the number of unmanned railway level crossings in Telangana, at present, and the number of accidents that took place at these crossings during the last two years, year-wise;

(b) whether Government proposes to convert these unmanned level crossings in