

(c) In one case, based on the recommendations made under section 357 (3) of Cr.P.C. by Hon' ble Additional District and Session Judge, D.K. Mangalore in Sessions Case No. 181/2010 for rehabilitation of a rape victim, financial assistance of ₹ 2.5 lakhs had been provided from the Railway Minister's Welfare and Relief Fund.

Representation for extension of trains

2384. SHRI DILIPBHAI PANDYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have received a representation from people/ rail users of Gujarat for extension of trains; and

(b) if so, whether Railways intend to accept the demands in the current year, if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Representations, *inter-alia*, for extension of trains are received at various levels of Railway administration, a compendium of which is not maintained. Further, extension of existing services serving the State of Gujarat is not feasible at present, due to operational and resource constraints. However, extension of trains is an ongoing process on Indian Railways subject to operational feasibility, traffic demand, availability of resources etc.

Zero accident mission

2385. SHRI RAVI PRAKASH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether accidents on railway tracks are on the rise;

(b) whether Railways have launched a zero-accidents mission envisaging renewal of railway tracks, more railway bridges, better signalling and rolling out of accident-proof coaches and engines; and

(c) whether Railways have prepared any plan to generate resources to implement the zero-accidents mission, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No, Sir. In the current year from 1st April, 2015 to 10th December, 2015, the number of consequential train accidents (including accidents at unmanned level crossings) have registered a decrease from 105 in the corresponding period of the previous year to 81.

(b) and (c) 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 used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Colour Light LED Signals, Vigilance Control Device (VCD), usage of 60kg rails and Pre-stressed Concrete Sleepers, long rail panels, better welding technology, progressive use of Linke Hofmann Busch (LHB) Coaches, Centre Buffer Couplers with Integral Coach Factory (ICF) Coaches, etc. Resources required for improving Safety will be provided as and when required.

Indo-Bangla railway track

2386. SHRI BAISHNAB PARIDA: Will the Minister of RAILWAYS be pleased to state:

- (a) the status of Indo-Bangla railway, track;
- (b) by when it is likely to be opened for train passengers between both the countries;
- (c) whether such a project is also under consideration with our other adjoining neighbours; and
- (d) if so, the status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Agartala to Akhaura (15 Km) project has been sanctioned for providing additional rail connectivity between India and Bangladesh with funding of Indian portion of project (5 Km) by Ministry of Development of North Eastern Region (DoNER) and of the Bangladesh portion (10 Km) by Ministry of External Affairs. The present cost of this project is ₹ 967.85 crores with cost of Bangladesh portion as ₹ 387.85 crores and Indian portion as ₹ 580.00 crores. As per the MoU signed between Government of India and Government of Bangladesh, Indian Railways is responsible for the construction of the Indian portion and Bangladesh Railway is responsible for the construction of the Bangladesh portion of the project. Execution of Indian portion of the project has been entrusted to IRCON. This line will cater to passengers as well