

(c) Completion of projects depends on many factors such as land acquisition, forestry and wild life clearances, shifting of services, construction of road over and road under bridges by road maintaining agencies, law and order situation etc. in addition to availability of funds. As many of these factors are not within the control of Railways, it is not feasible to fix timelines for all the projects. However, Railways have taken various measures to expedite completion of projects including substantial increase in allocation of funds, prioritization of projects, delegation of powers at field level, inviting the State Governments to participate with Railways for resource mobilization for projects, nomination of nodal officers for improved co-ordination with the State Governments etc.

(d) The Joint Venture can mobilize resources in the form of debt from banks/multi-lateral agencies/Financial Institutions as debt funding by leveraging the equity or in the form of financial support from various stakeholders of the projects through the formation of project specific Special Purpose Vehicle. The project specific Special Purpose Vehicle will have equity participation of Ministry of Railways and the State Government through the Joint Venture. The Special Purpose Vehicle shall be at the liberty to arrange investment from other Stakeholders, Public Sector Undertakings, raise debt from Banks or Financial Institutions for undertaking a project.

Proposed railway station to reduce burden on Dehradun railway station

1561. SHRI TARUN VIJAY: Will the Minister of RAILWAYS be pleased to state:

(a) the status of railway projects in Uttarakhand, including laying new line upto Karanprayag and surveys for new rail lines; and

(b) whether there is any plan to have a satellite railway station to reduce burden on Dehradun station, which is a heritage station and unable to bear the increasing railway traffic, if so, the details thereof along with the cost and timeline?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) At present, there are six major ongoing projects consisting of three new lines, two gauge conversion and one doubling falling fully/partly in State of Uttarakhand. The details are as under:

(₹ in crore)

Sl. No.	Name of the Project	Latest Anticipated cost	Expenditure incurred upto March, 2016	Outlay for 2016-17	Status
1	2	3	4	5	6
New lines					
1.	Deoband (Muzzafar Nagar-Roorkee) (27.45 km.)	700	51	20	State Government of Uttarakhand is sharing 50% cost of the project. The project has been suffering due to abnormal increase in land rates and State Government's refusal to bear the increased cost of land.
2.	Kichha-Khatima (57.45 km.)	583	1	20	Khatima-Kichha new line project was sanctioned with a commitment from Government of Uttarakhand to provide land free of cost. Subsequently, State Government did not agree to provide land free of cost. Further, Uttarakhand Government has proposed a change in alignment between Khatima and Lalkuan. Details of the proposed new alignment were made available to the State Government in February, 2011. The project could not be taken forward due to absence of response from the State Government.
3.	Rishikesh-Karayanprayag (125 km.)	4295	18	160	Staking of alignment, geological and geophysical investigations completed. Geotechnical investigation, land acquisition, forest clearance has been taken up.

1	2	3	4	5	6
Gauge Conversion					
1.	Bhojipura-Tanakpur via Pilibhit. (102km.)	313	85	110	Earthwork, bridges and ballast supply work has been taken up.
2.	Kanpur-Kasganj-Mathura & Lalkaun incl. Bareilly to Lalkuan & Mandhana-Brahmavart (553 km.)	1819	1701.86	20	Main gauge conversion project has been completed and subsequently sanctioned material modification of Mandhana-Brahmavart (8 km.) has been taken up.
Doubling					
1.	Haridwar-Lakshar (27 km.)	386	41	125	Geotechnical investigation completed. Tender for earthwork, minor bridges and substructure of major bridges awarded.

Besides survey for 12 new lines projects falling fully/partly in the State of Uttarakhand have been taken up. The details are as under:

Sl. No.	Name of Proposal	Km.	Status
1.	Haldwani-Chorgaliya	20	Announced in Budget 2012-13.
2.	Haldwani-Ritha Sahib	35	Announced in Budget 2012-13.
3.	Nainital-Kathgodam	36	Announced in Budget 2010-11.
4.	Updating Ramnagar-Chaukhutia & extension upto Gairsen	230	Announced in Budget 2015-16.
5.	Dehradun-Uttarkashi	90	Sanctioned in Feb., 2011 as Defence Strategic Project.
6.	Dehradun and Purola alongwith banks of River Yamuna	75	Announced in Budget 2012-13.
7.	Dehradun-Kalsi	47	Announced in Budget 2015-16.
8.	Dehradun-Saharanpur	69	Announced in Budget 2012-13.

Sl. No.	Name of Proposal	Km.	Status
9.	Pilkhani-Kalsi	80	Announced in Budget 2013-14. Survey completed recently and as per survey report, the cost has been assessed as ₹ 1800 crore with rate of return of (-) 5.93%.
10.	Rail connectivity to Char Dham	660	Announced in Budget 2014-15.
11.	Rishikesh-Dehradun	20	Announced in Budget 2015-16.
12.	Nagina-Afjalgarh-Thakurdwara-Kashipur	67	Announced in Budget 2016-17.

(b) At present, there is no proposal for additional railway station at Dehradun. However, to ease the terminal capacity of Dehradun station presently constrained by 13 coaches length platform, the work of extension of platform to accommodate 18 coaches have been sanctioned.

Fire accidents in railways

1562. SHRI RAM KUMAR KASHYAP: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that loss of human lives in fire accidents in passenger coaches has steeply increased;

(b) if so, the number of human lives lost in fire accidents in Railways during last three years;

(c) whether Audit and Railway officials have conducted any joint survey of railway stations, etc., to ascertain fire prone activities and if so, the details of the findings thereof;

(d) the norms for providing fire extinguishers in sleeper coaches and whether those norms are being followed by Railways; and

(e) the measures taken to check fire accidents by Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Fire accidents in trains have shown a reducing trend in the last three years. Details of fire accidents in trains and human lives lost are indicated below: