

(d) These projects are new to Railways and complex in nature. These require detailed techno-economic feasibility studies. Hence no time frame has been presently set for completion of these projects.

The cost of station redevelopment is to be met by leveraging commercial development of vacant land/air space in and around the station. Therefore, railway funds are not required for station redevelopment projects. Such projects shall generally be cost neutral to Railways.

Derailments and shutdown in Assam

1574. SHRI K. R. ARJUNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that two derailments and one shutdown took place in Assam sector after Railways ignored safety warning, if so, the details thereof; and

(b) whether it is also a fact that Assam line is in operation now after corrective steps taken by railways, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Passenger train services were commenced on Lumding-Silchar section from 21.11.2015. There have been no derailments of passenger train coaches so far except for the following two instances:

- (i) Derailment of front pair of locomotive of Sampark Kranti Express in the night of 23.04.2016 due to dashing of train locomotive with boulder which had fallen on the track due to extremely heavy rainfall between Ditockcherra and Bandarkhal stations of Lumding-Silchar section.
- (ii) Derailment of one pair of wheels of near trolley of coach No. NF/SLR-00732 of Up 15061 Sampark Kranti Express on 26.04.2016 due to continuous distortion of track parameters due to upheaval and lateral shift of alignment as a result of movement of hill from the right hand side caused by incessant rains during this period.

In either case given above no casualty or loss of Railway property has been reported.

Besides this there has been one instance of land slide at km 92 near Migrendeesa caused due to very heavy rain of the order of more than 300 mm in a day occurred on multiple days in short span. The hills could not cater that much rainfall and slide occurred.

It is clear from the above that the derailments/land slide took place due to incessant rain.

No safety norms have been violated. The section has been opened after satisfactory inspection of high level technical team of RDSO and clearance of Railway Board.

(b) High level enquiries have been conducted in both of the derailment cases and appropriate action as suggested in the findings of the enquiry report has been taken. This includes the following:

- (i) Improvement monitoring of the railway track especially during the period when heavy rains are occurring in the section. The railway has established practices in place for track surveillance during the rainy season by way of monsoon patrolling. It has to be ensured that these practices are followed in letter and spirit.
- (ii) Improved drainage system at critical locations to take care of the enhanced discharges in the catchment area during the rainy season. This will be a long drawn affair and will be completed over a period of several monsoons as per availability of funds.

Critical locations have already been identified which are being monitored round the clock. The lists of these locations are reviewed on a continuous basis to ensure timely corrective action.

The restoration of land slide location was done with toe protection using sausage crates on pile foundation and development of drainage network and protection of cutting surface by geosynthetics.

Late running of trains due to negligence of railway officials

†1575. SHRI NARESH AGRAWAL: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that most of the trains are now running late due to negligence of railway officials;
- (b) if so, the reasons therefor; and
- (c) if not, the main reasons for late running of trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) No, Sir. Railways closely monitor punctuality of trains at Stations, Divisions, Zonal Railway and Railway Board levels. Trains running on Indian Railways lose punctuality due to factors both related to its internal working as well as external factors of which Railways may not always be in control. Apart from asset failures, which may delay trains, punctuality is also affected by line

† Original notice of the question was received in Hindi.