

1	2	3	4
North Eastern	596	3362	3958
Northeast Frontier	219	7096	7315
North Western	871	5567	6438
Southern	2634	14985	17619
South Central	3040	11298	14338
South Eastern	2219	5342	7561
South East Central	919	4086	5005
South Western	191	7301	7492
Western	2937	7684	10621
West Central	1854	5250	7104

(b) and (c) No, Sir. However, on Indian Railways, repair / strengthening / rehabilitation / rebuilding of Railway bridges is a continuous process and is undertaken whenever so warranted by their physical condition as ascertained during regular inspections. All bridges are safe for train movement at permitted speed. During last five years (2013-14 to 2017-18), a total of 3758 Railway bridges have been repaired / strengthened / rehabilitated / rebuilt on Indian Railways. As on 01.04.2018, a total of 4027 Railway bridges are sanctioned for repairing/ strengthening/ rehabilitation/ rebuilding.

(d) All the Railway bridges in Kalka - Shimla section (842 bridges) and Pathankot - Joginder Nagar section (1074 bridges) in Northern Railway have been given heritage status. Besides this, 27 more bridges on Indian Railways have also been given heritage status.

Renovation of dilapidated rail bridges

2068. SHRI RAJ BABBAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of railway bridges in the country have outlived their life span and if so, the details thereof;

(b) whether Government is aware that renovation work of these bridges and safety of passengers is being compromised and if so, the reasons therefor;

(c) whether Government proposes to undertake renovation work of these bridges; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (d) As on 01.04.2018, there are 1,47,523 Railway bridges of varying ages on Indian Railways' network. However, the age of the bridge does not have any direct relevance on the physical condition of the bridge. There is a well established system of inspection of bridges on Indian Railways. All the bridges are inspected twice a year, one before the onset of monsoon and one detailed inspection after the monsoon. In addition, certain bridges are also inspected more frequently depending upon their condition. Repair / strengthening / rehabilitation / rebuilding of railway bridges is a continuous process and is undertaken whenever so warranted by their physical condition as ascertained during these inspections and not on the basis of age. If the corrective / remedial measures are expected to take a long duration due to the complexity of the site situation, etc., suitable safety measures like imposing speed restrictions and keeping such bridge under close watch are taken till the bridge is repaired / strengthened / rehabilitated / rebuilt. During last five years (2013-14 to 2017-18), a total of 3758 railway bridges have been repaired / strengthened / rehabilitated / rebuilt on Indian Railways. As on 01.04.2018, a total of 4027 railway bridges are sanctioned for repairing / strengthening / rehabilitation / rebuilding.

High speed rail connectivity between Delhi and Alwar

2069. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has any proposal for High Speed Rail connectivity between Delhi and Alwar or any other city in Rajasthan;

(b) if so, the details thereof along with the details of costs involved therein;

(c) the details regarding sharing of project cost between the Centre and the State; and

(d) the details regarding time-frame within which the project is likely to be completed and made operational?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (d) No, Sir. Mumbai-Ahmedabad High Speed Rail Project (MAHSR) is the only sanctioned high speed project in India with an estimated cost of ₹1,08,000 crore with financial assistance from Government of Japan.