

Non-Conventional Energy Projects in Maharashtra

445. SHRI DATTA MEGHE : Will the PRIME MINISTER be pleased to state :

(a) the details of different projects started by the Government in Maharashtra to exploit the non-conventional energy sources ; and

(b) the details of places selected for these projects and amount allotted therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (PROF. P. J. KURIEN) : (a) and (b). A number of projects have been taken in the State of Maharashtra for setting up non-conventional energy systems/devices under different Government schemes. These include, Biogas Plants, Improved Chulhas, Biomass Gasifiers, Integrated Rural Energy Programme Calls, Urjagrams, solar photovoltaic systems, solar water heaters, solar cookers, wind pumps, wild power and small hydro power projects and battery operated vehicles etc.

The target for the current financial year is for setting up of 7,500 family size biogas plants, 15 community / institutional biogas plants, 1,60,000 improved chulhas and 500 solar lanterns with a financial assistance of Rs. 238 lakhs at sites spread over the State. A 2.5.MW capacity wind power project at Chalkewadi with a total cost of Rs. 866 lakhs is under implementation with central Government support of Rs. 384 lakhs. A 3000 KW capacity small hydro power project with central Government funding of Rs. 170.45 lakhs is under construction at Karanjwan. Besides this, three other small hydro projects of capacities 750 KW, 2250 KW and 200 KW are under construction at Surya Canal, Majhalgaon and Teravan Medhe respectively.

[English]

Construction of Second Floors

446. DR. SUDHIR RAY : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether Ministry / DDA propose to consider the popular demand for premission to construct second floor on Garrage-cum-Servant quarters attached to SFS Flats of Saket ; and

(b) if not, reasons and justification thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (DEPARTMENT OF URBAN DEVELOPMENT) (SHRI R. K. DHAWAN) : (a) and

(b). Delhi Development Authority has repoted that there has been no such demand so far and hence no such proposal is under consideration.

Encroachment at Delhi Ridge

447. SHRI SRIKANTA JENA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether DDA has failed to free the Delhi Ridge from encroachments of CRPF & ITBP ; and

(b) the action taken by the Ministry to evict the encroachers ?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (DEPARTMENT OF URBAN DEVELOPMENT) (SHRI R. K. DHAWAN) : (a) and (b). ITBP has vacated the land occupied by them on Southern Ridge.

So far as CRPF is concerned, the case was taken up with the Ministry of Home Affairs and Government of NCT of Delhi (GNCTD), Ministry of Home Affairs has requested that GNCTD to acquire and provide 150 acres of land to the CRPF in order to enable the CRPF to vacate the Ridge Area.

Damage to Railway Property

448. DR. K. D. JESWANI : Will the PRIME MINISTER be pleased to state :

(a) the extent of loss suffered by the Railways from April 1994 to 1995 till date due to accidents both in terms of direct financial loss and loss due to disruption of traffic in different parts of the Country ; and

(b) the remedial steps taken or proposed to be taken by the Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI) : (a) The cost of damage to railway property in consequential train accidents has been assessed as Rs. 52.34 crores during 1994-95 and Rs. 35.18 crores (provisional) during April - October 1995. Figures of financial loss due to disruption of traffic on account of accidents are not maintained.

(b) The Railways accord highest priority to the safety in train operation.

Maintenance of assets in good fettle and introduction of safety devices are essential pre-requisites for ensuring safety on Railways. The following action has been taken by the

Railways to improve the safety standards :-

1. Fouling mark to fouling mark track circuit has been completed on all the trunk route and main line stations except for 362 stations which will be completed by March 1996. Starter to advance starter track circuit for remaining 679 stations will be completed by June 1996. The above will cost about Rs. 100 crores. This will improve safety to a great extent.
2. Instructions have been issued for change in signalling circuitry to prevent slot being given till starter and advance starter signal for the preceding train have been put back.

The SMs Slide Control on advance starter will also be provided.
3. The communication facility between station staff, driver and guard of running trains will be provided at a cost of Rs. 200 crores. This system is on trial on Nagpur-Durg and Delhi-Mughalsarai sections. These will have SOS button which will alert all trains and stations within 5 kms. radius.
4. The track structure has been strengthened. The rails have been converted into long welded rail panels by welding and removing fish plates. About half of the total track which covers almost all the important main lines has been laid on concrete sleepers with elastic fastenings.
5. The track is maintained by tie tamping and ballast cleaning machines. Track is also now being laid with track renewal trains and portal cranes.
6. For monitoring of the track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
7. For detection of hidden flaws in the rail not visible to the naked eye, ultrasonic flaw detectors are used.
8. To improve safety at unmanned level crossings, there is a proposal to instal audio-visual alarm. For this purpose, two audio-visual alarm sets, manufactured by M/s BEL, are under trial near Bangalore. These will progressively be provided at other unmanned crossings also.
9. It has been decided that no new unmanned level crossing shall be opened. All the new level crossings will be manned level crossings.

10. The condition of rolling stock has been improved. Four

wheeler wagons are being replaced with better bogie air-brake stock.

11. The new coaches being manufactured are ICF steel body coaches with greater strength and antitelescopic features.
12. To prevent cases of cold breakage of axle, all ROH Depots have been equipped with ultrasonic testing equipment for timely detection of cases of flaws developing in the axles.
13. Flasher lights have been installed on locomotives to give indication in case of mishap for prevention of further accident.
14. The training of staff has been given new thrust with better training facilities like projector, slides, study and discussions of accident cases.
15. Psychological tests have been introduced at entry level for operating categories (Assistant Station Masters and Assistant Drivers).
16. Simulators have been installed for training of drivers. Two simulators are working, one each at Kanpur and Tughlakabad. Two more are being imported from Australia.
17. Drivers are given breath-analyser tests for alcoholic drinks before starting. Special checks are also done.
18. Auxiliary warning System for giving advance warning about signals at danger to driver of the running train and stopping the train if the driver does not respond within the pre-determined time interval has already been commissioned on Bombay suburban sections.
19. Instant Action Groups have been formed on certain nominated trains to check entry of unauthorised passengers in reserved coaches and persons carrying inflammable explosive material.
20. The frequency of inspections and surprise checks has been increased. More safety drives have been launched.

Pay Scale of UDCs

449. SHRI RAMASHRAY PRASAD SINGH : Will the PRIME MINISTER be pleased to refer to the reply given to the Unstarred Question No. 482 on August 2, 1995 and state :

(a) whether the Board of Arbitration has given final