

(i) Integral Coach Factory

Type of Coach	1994-95	1995-96	1996-97
Self-Propelled coaches	273	428	374
A.C. Coaches	101	121	72
Non-AC Coaches	406	341	565
Total	780	890	1011
(ii) Rail Coach Factory			
A.C. Coaches	149	150	174
Non-AC Coaches	626	540	746
Total	775	690	920
(iii) Jessops			
Self-Propelled Coaches	15	33	26
(iv) BEML			
Self-Propelled Coaches	9	-	9
Non-AC Coaches	-	139	211
Total	9	139	211

Note: The above figures include coaches manufactured against export orders and for organisations other than Railways.

(b) The details of category-wise coaches supplied to Zonal Railways are as under:-

Railway	1994-95			1995-96			1996-97		
	AC	Non-AC	S.P.	AC	Non-AC	S.P.	AC	Non-AC	S.P.
Central	13	145	62	55	141	82	56	171	38
Eastern	50	340	62	6	26	92	14	131	82
Northern	58	180	66	43	199	57	53	257	56
N.E. Rly.	-	-	-	16	91	-	18	138	5
N.F. Rly.	-	10	-	15	83	6	36	115	2
Southern	36	138	9	41	286	39	111	331	31
S.C. Rly.	17	65	-	21	149	18	17	88	5
S.E. Rly.	-	27	50	29	244	42	31	72	38
Western	76	132	48	36	36	122	69	107	3

Note: S.P. Self-propelled coaches.

(c) and (d) No, Sir. Coaches have been supplied to Eastern, South-Eastern and North-East Frontier Railways as required, taking into account the total production planned during any year.

Model Share of Freight Traffic

6464. SHRI SHIVRAJ SINGH:

SHRI BHAKTA CHARAN DAS:

SHRI SULTAN SALAHUDDIN OWAISI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the National Transport Policy Committee has suggested any model share of freight traffic for moving through rail and road;

(b) if so, the details thereof;

(c) the actual trends of model share being moved by rail and road presently;

(d) whether the Railways have lost its passenger traffic to airlines and freight traffic to roadways due to hike in railway fares and freights;

(e) if not, the details thereof; and

(f) the remedial steps taken by the Railways to regain its lost passenger traffic and freight traffic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Yes, Sir. The National Transport Policy Committee (1980) had visualised that the modal split should be in the ratio of 72:28 for rail and road.

(c) In the year 1995-96, Railways carried freight of 270 billion tonne km (btkm). No reliable data is available on the volume of the freight carried by road. However, as per the estimates of Ministry of Surface Transport, freight moved by road transport during the calendar year 1995 is roughly 687 btkm.

(d) and (e): No reliable data is available to indicate any such trend or otherwise.

(f) To attract piece-meal freight traffic, Railways have taken up containerisation.

[Translation]

'MARR' System in Madhya Pradesh

6465. DR. RAM LAKHAN SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the amount spent on MARR system in Madhya Pradesh during each of the last three years;

(b) the number of telephone connections provided and the amount spent thereon, District-wise;

(c) whether most of the telephone connections installed under this system are lying out of order; and

(d) the number of districts in which this system is functioning efficiently?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (d) The information has been called for from the concerned unit. The same will be placed on the Table of the House subsequently.

[English]

Air Service at Belgaum (Sambra) Airport

6466. SHRI SHIVANAND H. KOUJALGI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether air services have been stopped at Belgaum (Sambra) Airport;

(b) if so, the reasons therefor;

(c) whether there is any proposal to extend the Air Strip at the above airport; and

(d) if so, the cost involved therein and the budgetary provisions made therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Belgaum Airport is operational. It is for aircraft operators to start their services from Belgaum

airport keeping in view the traffic potential and economic viability.

(c) No, Sir.

(d) Does not arise.

Electrification of Indore-Ujjain Route

6467. SHRIMATI SUMITRA MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of the Government to electrify Indore-Ujjain Broad gauge line and to convert Ujjain-Indore meter gauge line into broad gauge line;

(b) if so, the details thereof; and

(c) if not, when such proposal based on demand of commuters is likely to be given consideration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) Due to limitations of resources and priority for electrification/conversion of other high density routes, there is no proposal to electrify/convert Indore-Ujjain Broad Gauge line.

Upgradation of Badarpur Railway Junction (Assam) as Railway Division

6468. SHRI DWARAKA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Badarpur Railway Junction at Karimganj District in Assam is like nerve-centre of rail service in southern Assam (Barak Valley), but its upgradation as Railway Division has been pending for a long time;

(b) whether any measures have been taken by the Government for its upgradation as Railway Division;

(c) if so, the time by which it is likely to be upgraded as Railway Division; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There are no plans to set up a new division at Badarpur.

(b) to (d) New divisions are set up keeping in view factors like size, workload, accessibility, traffic patterns and other operating/administrative requirements, etc. consistent with the needs of economy and efficiency.

Taking the various factors into consideration the Government has decided to set up 8 new divisions at Agra, Pune, Singrauli, Rangiya, Guntur, Raipur, Ranchi and Ahmedabad.

Gauge Conversion

6469. SHRI ANANTHA VENKATARAMI REDDY: Will the Minister of RAILWAYS be pleased to state: