

revised because of the problems posed by the levy of cesses at high rates by some State Governments which have contributed to substantial increase in price of coal paid by the users.

[*Translation*]

Improvement in Train Services

1122. SHRI HARSH VARDHAN: Will the Minister of RAILWAYS be pleased to state;

(a) whether the train services and passenger amenities provided by railways are comparable to the air services and passenger facilities of Indian Airlines; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Nature of service and traffic requirements are different.

[*English*]

Demand and Supply of electricity in Orissa

1123 SHRI BHAJAMAN BEHERA:
SHRI ANADI CHARAN DAS:

Will the Minister of ENERGY be pleased to state:

(a) whether several industries in Orissa have either become sick or are on verge of closure due to inadequate power supply to the State;

(b) if so, the gap between the demand and availability of electricity in Orissa; and

(c) the action taken or proposed to be taken to assure adequate electricity supply

to the State?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Industrial production is dependent on several factors and adequate supply of power is only one of them.

(b) During April 1989 to February, 1990, Orissa faced an energy shortage of 22%.

(c) In order to improve the availability of power in the State, various measures are being taken which include expediting commissioning of new capacities, optimum utilisation of existing capacities, reduction in transmission and distribution losses. In addition, Orissa is also entitled to its share from the Central Generating Stations in the Region. Assistance is also provided to Orissa from the neighbouring States/systems to the extent possible.

Supply of B.G. Empty Wagons at Itwari Transshipment Point

1124. SHRI R.N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) the average detention period of narrow gauge loaded wagons requiring transshipment at Itwari transshipment point on the South Eastern Railway for want of broad gauge empties based on traffic offered during the last three years, year-wise;

(b) whether due to inadequate supply of broad gauge empty wagons, majority of goods/mineral traffic has been diverted to Roadways;

(c) whether Gondia and Itwari transshipment points co-existed earlier for clearance of goods/mineral traffic from narrow gauge side to maintain economy of Satpura Hilly Region; and