

ments and these vary from year to year as all the staff are not eligible for woollen uniforms every year.

(c) Approximately 2.51 lakh Metres from Public Sector Units and 2.34 lakh Metres from Private agencies.

(d) As per Government's policy all types of woollen fabrics are required to be purchased only from Public Sector Units and other sources are to be approached only when these units are unable to meet the requirements. Bulk of Railways' purchase of woollen fabrics are made by the DGS&D and only a small quantity of such material is procured directly by the Railways to meet emergency requirements and in that case also the Government's policy is followed.

#### Income Tax Defaulters

5392. SHRI CHANDRA SHEKHAR TRIPATHI: Will the Minister of FINANCE pleased to state:

(a) the number of Income-tax defaulters for more than rupees one lakh till March 1989;

(b) the steps taken against these defaulters; and

(c) the amount recovered from them till December 1988?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A. K. PANJA): (a) Information relating to assesses all over the country in whose case income-tax demand of Rs. one lakh or more was outstanding till March, 1989, is not available. However, the number of assesses who owed income-tax of more than Rs. 10 lakh as on 31st March, 1988 is 3712.

(b) the steps taken to realise the in-

come-tax from defaulters include levy of penalty, issue of garnishee orders u/s 226 (3) to direct the third parties to pay up amounts due from them to the defaulters, issue of recovery certificates which enable the Tax Recovery Officers to effect recovery by attachment/sale of assets. Since a large part of arrear demand is locked up in appeals and settlement/waiver petitions, appellate authorities are requested to dispose of appeals expeditiously in the cases involving high demands and steps are taken to dispose of the settlement/waiver petitions also promptly. In suitable cases assesses are allowed to pay taxes in instalments. Administrative action plan targets have been fixed for reduction of arrears and the progress is being monitored by senior officers of the level of Commissioner of Income-tax and above.

(c) The amount involved in the 3712 cases referred to at (a) above was Rs. 2502.41 crores. Out of this, demand of Rs. 1766.97 crores was disputed in appeals or recovery thereof had been stayed by courts and other authorities. The total amount collected/reduced till 31st December, 1988 was Rs. 678.39 crores.

#### Cooperative Societies for Allotment of Contracts on Railway Stations

5393. SHRI P. SELVENDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) the factors taken into consideration in fixing the minimum number of actual workers to 25 for a cooperative society for allotment of vending/catering contracts at railway stations; and

(b) the reasons for which this policy is not applicable in the case of allotment of book stall to cooperative societies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR

**PRASAD):** (a) A study Group on Cooperatives set up by the Government of India in the then Ministry of Community Development and Cooperation (now Ministry of Agriculture) had recommended that there should be at-least 50 members in a Vendors Cooperative Society. Ministry of Railways, however, felt and decided that the number of minimum membership for the organization of Vendors and Catering Coop. Societies on Railways should be 25, as the same could serve the purpose.

(b) The Study Group did not make any recommendations concerning Cooperative Societies for book-stalls.

[*Translation*]

#### **Agreement on Japanese Assistance**

5394. **SHRI SARFARAZ AHMAD:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Japan has agreed to render financial and technical assistance for modernization of Indian Railways;

(b) if so, the details thereof;

(c) whether any scheme is under consideration to start some fast trains like Bullet train in Japan; and

(d) whether Government have any proposal to have an agreement with Japan to introduce trains in India with the speed of 350 km p.h. like the one to be run between Sydney and Perth under an agreement between Australia and Japan?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD):** (a) and (b). No, Sir. However, Japan International Cooperation Agency are carrying out certain studies at their own cost.

(c) No, Sir.

(c) No, Sir.

#### **Train Services in Samastipur Division**

5395. **SHRI RAM BHAGAT PASWAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether train services in Samastipur division in North-Eastern Railway are causing inconvenience to passengers because of unsuitable timings of trains;

(b) whether due to big time gap between two trains people have to travel by bus in the absence of a train available for a particular direction during day time;

(c) whether it is also a fact that the timings of the broad gauge trains have not been adjusted to suit the passengers of narrow gauge trains and the difference in timing of arrival of trains is very little, as a result of which passengers are not able to catch the other train; and

(d) if so, the steps proposed to be taken to rationalise the timings of the trains on this division to suit the needs of the public?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD):** (a) No, Sir.

(b) Trains on various sections are adequate according to the volume of traffic and their schedules have been fixed keeping in view local as well as through traffic.

(c) Schedules of trains are normally framed looking to the convenience of originating an destination stations, maintenance/terminal facility and other operational needs. To the extent feasible connections to M.G. trains are given at important stations. There is no Narrow Gauge train on this division.