

	Statement		
	Name of High Court	No. of cases pending for more than five years	Average yearly disposal of cases during the last two years
10. Utkapadu			
11. Lillibadi			
12. Bangri Dam project			
13. Sundal			
14. Sundar (Indra St 1)			
15. Norla	1. Allahabad . . .	13,766	34,736
16. Sagada	2. Andhra Pradesh . . .	33	37,574
17. Lower Lant	3. Bombay . . .	8,037	28,028
18. Titlagarh	4. Calcutta . . .	19,526	41,739
19. Harharajore	5. Delhi . . .	2,633	15,565
20. Gajendra Dhar Dam Project	6. Gauhati . . .	307	2,803
21. Bhalujhori	7. Gujarat . . .	561	12,906
22. Budhari	8. Himachal Pra . . .	256	1,499
23. Mohendratanya	9. Jammu & Kashmir . . .	76	1,683
24. Ramanadi and Godahada Irrigation Project	10. Karnataka . . .	29	19,806
25. Loharakhandi	11. Kerala . . .	41	30,723
26. Phiroi	12. Madhya Pradesh . . .	2,395	7,623
Cases Pending in High Courts for more than Five Years	13. Madras . . .	959	48,347
	14. Orissa . . .	219	5,090
	15. Patna . . .	2,507	9,406
	16. Punjab & Haryana . . .	5,889	28,856
	17. Rajasthan . . .	948	8,572

6844. SHRI D. B. CHANDRA GOWDA:
SHRI GAJADHAR MAJHI:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of cases pending for more than five years in various High Courts State-wise; and

(b) the average yearly disposal of cases during the last two years?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). A statement is attached.

Target of New Railway Lines in Fourth Five Year Plan for Orissa

6845. SHRI BANAMALI BABU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the target of construction of new Railway lines in the Fourth Five Year Plan has been fully achieved in Orissa; and

(b) if not, the reasons for the same and what is the shortfall?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). State-wise targets for develop-

ment of rail facilities are not laid down. However, construction of Cuttack-Paradeep rail link (84.31 Kms.) which falls in Orissa, has been completed in the Fourth Plan.

Target of Irrigation Projects in Fourth Plan

6846. SHRI BANAMALI BABU: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the target of irrigation projects to be set up during the Fourth Five Year Plan has been fully achieved by Government; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Fourth Plan envisaged the creation of an additional potential of 4.8 million ha. from the major and medium schemes with an outlay of Rs. 951 crores. The actual expenditure during the plan is, however, likely to be about Rs. 1170 crores. The actual additional potential is likely to be about 3.1 million ha. The reduced physical achievement against enhanced financial expenditure is primarily due to the steep rise in the costs of several projects. Apart from the increase in the cost of materials and labour, other important contributory factors in a number of cases have been the lack of adequate investigations and proper project formulation; changes in the scope of projects during the course of their execution and higher costs of land compensation and rehabilitation. The effect of the increase in the cost of projects has been to slow down their physical progress, and some projects which were earlier expected to be substantially completed in the Fourth Plan will now yield their benefits only during the Fifth Plan.

Huge Accumulation at Salt Pans in Saurashtra due to Poor availability of Wagons

6847. SHRI K. MALLANNA:
SHRI C. K. JAFFER
SHARIEF:

Will the Minister of RAILWAYS be pleased to state:

(a) whether because of poor availability of wagons there has been huge accumulation at salt pans in Saurashtra; and

(b) if so, what steps Railway authorities have taken to provide box rakes to salt units in Saurashtra for a speedier clearance of stocks accumulated there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MHOD. SHAFI QURESHI): (a) and (b). Due to civil disturbances, staff agitations etc. which frequently interrupted train running and created an artificial scarcity of wagon availability, loading of salt from stations in the Saurashtra region could not keep pace with the demands. Despite this constraint, movement of higher priority salt, like programmed and industrial salt was maintained at a satisfactory level. Non-programmed salt is cleared under the lowest priority class 'E' and consistent with the commitments of the railways to move higher priority traffic, like imported foodgrains and fertilisers on preferential basis, every effort is being made to maximise loading of non-programmed salt. Box wagons are also being loaded with salt to the extent they can be spared after meeting the requirements of coal loading.

Clearance of Irrigation Schemes in Gujarat

6848. SHRI P. M. MEHTA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have cleared three irrigation schemes, one