

[Translation]

**Disposal of Pending Cases in Courts**

\*207. SHRI JAGDAMBI PRASAD YADAV :  
SHRI RAJO SINGH :

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

(a) whether the number of posts of judges in various High Courts and the Supreme Court is not commensurate with the cases lying pending for years;

(b) if so, the reasons therefor;

(c) the details of the suggestions made by the various Law Commissions constituted so far in regard to speedy disposal of pending cases in different courts;

(d) the details of the action taken by the Government on the suggestions made by the Law Commissions in this regard;

(e) whether the number of cases in the courts is gradually increasing due to non-implementation of the recommendations of the Law Commissions; and

(f) if so, the steps taken by the Government to make the law system more effective?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) to (f) The pendency of cases in Courts, besides the inadequate strength of Judges is due to various factors including increased institution of cases, rise in population, radical change in the pattern of litigation, awareness of rights on the part of the citizens, etc. The various Law Commissions in their Reports have made suggestions regarding speedy disposal of pending cases in Courts such as amendment in procedural Laws, increase in Judge strength, establishment of more Special Courts/Tribunals, provision of modern office equipments, etc. The pendency of cases in the Supreme Court has come down from 1,07,776 cases in December, 1990 to 19,806 as on 31st October, 1998. Despite increase in the disposal of cases in the high Courts, the backlog of cases pending in High Courts has increased. The pendency of cases in the Subordinate Courts has decreased to 1.99 crore as on 31.12.1996 from 2.18 crore as on 31-12-1995 and has again slightly increased to about 2 crore as on 31-12-1997. Various measures have been taken by the Government including amendment of the Civil Procedure Code and Criminal Procedure Code, increase in the number of posts of Judges/Judicial Officers, provision of a statutory base to Lok Adalats, and adoption of other alternative modes of dispute resolution. In addition, the Supreme Court and High Courts are taking a number of steps for expeditious disposal of cases.

[English]

**Performance of State Road Transport Undertakings**

\*208. SHRI S.S. OWAISI :  
SHRI PRASAD BABURAO TANPURE :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Road Research Wing of his Ministry has reviewed the performance of 40 State Road transport Undertakings for the quarter ending June, 1998;

(b) if so, the findings thereof;

(c) whether this wing was suggested a National Policy on the State Road Transport Undertakings;

(d) if so, the details thereof and the steps taken by the Government in this direction;

(e) whether some steps have also been suggested in regard to the financial condition and restructuring of SRTUs; and

(f) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) Transport Research Wing of the Ministry of Surface Transport has brought out the review of the performance of State Road Transport Undertakings (SRTUs) - Passenger services, for the quarter ending June 1998 on the basis of information furnished by 38 SRTUs.

(b) During the quarter ending June 1998, all major physical productivity parameters of the reporting SRTUs registered improvement at macro level. However, the net loss of SRTUs, during the quarter ending June, 1998 increased by about 89% over that of the corresponding period of the previous year. Though the total revenue increased by 12.17%, the total cost went up by 16.21%. It was observed that about 25% increase in the cost of fuels and lubricants followed by 20% increase in the cost of manpower over the corresponding period of previous year contributed significantly to the losses of SRTUs.

(c) and (d) SRTUs are inter-alia plying services on uneconomic routes and undertaking social obligatory services like providing concessional passes to different sections of the society, etc. These together with the absence of automatic fare revision formula in the States have put the SRTUs in difficult position. Besides, due to non-availability of adequate capital, the SRTUs are not in a position to replace over aged buses as well as modernise their system. Though the Transport Research Wing has felt the need for National Policy guidelines on SRTUs, the SRTUs being under the administrative control of State Governments, the quarterly review on the performance of SRTUs which is sent to concerned State Governments as well as the concerned SRTUs for taking corrective measures should meet the requirement.

(e) and (f) Yes, Sir. The continued loss incurred by the SRTUs is a matter of concern. A part of the loss could be made up through further improvement in productivity and rationalisation/reduction in cost. However, this cannot wipe out the losses fully. The Planning Commission have repeatedly impressing upon the State Govts for periodic fare revision to adjust to the rising cost of operations if the financial condition of SRTUs is to improve.