

(b) SAIL supplied 4.07 lakh tonnes of rails to Railways at different destinations in 1996-97.

(c) to (e) A detailed investigation was conducted along with the Railways. This investigation revealed that the bulk of the rails supplied during the month of January were processed through the existing straightening machine. Out of the small portion that was processed through the new bi-planner straightening machine, it appears that a few rails were perhaps inadvertently over stressed during trial run of the machine on 18th and 19th January, 1997. This over stressing coupled with multiple handling during loading, unloading and transportation caused the crack to develop and be visible only after the rails reached the destination point and were being processed for use. Operation of the new machine was temporarily suspended and a thorough technological evaluation was conducted along with the Railways to determine safe operating regime for this machine. After obtaining clearance from the Railways, operation of the machine has been resumed. Also action has been initiated jointly with the Railways to release the held-up rails and deploy them for service. This issue was examined in the Ministry in consultation with SAIL and the Railways. A time bound, point-wise, action plan was decided upon for remedying this situation.

[Translation]

#### Losses by SEBs

130. SHRI RAJKESHAR SINGH :

SHRI RAGHUNANDAN LAL BHATIA :

Will the Minister of POWER be pleased to state :

(a) the details of losses suffered by the State Electricity Boards during 1995-96 and 1996-97, State-wise;

(b) the reasons for these losses;

(c) whether the Government have suggested privatisation of various works of power generation and distribution to the State Electricity Boards; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH) : (a) In terms of the provisions of sub-Section of Section 69 of the Electricity (Supply) Act, 1948, the accounts of State Electricity Boards are required to be forwarded to the Central Electricity Authority within six months of the close of the year to which the accounts relate. Accounts for all the SEBs for the year 1996-97 are not readily available with the CEA. However, a *Statement* showing the surplus/deficit of the SEBs, after taking into account the rural electrification subsidy as also without RE subsidy as provided in the account for the years 1994-95 and 1995-96 is enclosed.

(b) The reasons for the losses of the SEBs inter-alia include unremunerative tariffs, including agricultural tariffs, high T and D losses, low levels of Plant Load Factor (PLF) and consequently High fuel consumption in some Thermal Power Stations (TPSs), etc.

(c) and (d) Private Sector Companies have been permitted to set up power generating stations since 1991. The Common Minimum National Action Plan for Power finalised in December, 1996 mentions that the State Governments agree to a gradual programme of private sector participation in distribution of electricity. The process of private participation shall be initially in one or two viable geographical areas covering both urban and rural areas in a State and the State may extend this to other parts of the state gradually.

#### Statement

*Statement showing the surplus/deficit of the SEBs (taking into account RE Subsidy as provided in the accounts as also without RE subsidy) during the years 1994-95 and 1995-96.*

(Rs. in crores)

S.No.	Name of the SEB	1994-95		1995-96	
		With RE Subsidy	Without RE Subsidy	With RE Subsidy	Without RE Subsidy
1.	2.	3.	4.	5.	6.
1.	APSEB	87.24	-857.04	130.59	-1128.58 (A)
2.	ASEB	-241.26	-296.90	-261.36	-261.46 (P)
3.	BSEB	-80.32	-300.11	-27.52	-27.52 (U)
4.	GEB	105.94	-550.28	108.00	-1003.39 (A)
5.	HSEB	16.16	-98.92	78.21	-536.59 (A)
6.	HPSEB	18.56	17.67	35.58	35.53 (A)

1.	2.	3.	4.	5.	6.
7.	KEB	43.06	164.18	51.20	-499.41 (U)
8.	KSEB	21.88	13.32	22.76	-30.48 (U)
9.	MPEB	132.40	382.40	133.79	-458.46 (A)
10.	MSEB	320.78	320.75	349.80	-280.24 (U)
11.	MeSEB	-20.18	-27.18	-12.76	-21.66 (U)
12.	OSEB	24.90	-136.08	26.94	-230.68 (U)
13.	PSEB	-5.53	-427.48	142.85	-325.64 (A)
14.	RSEB	77.07	-412.75	80.84	-343.87 (U)
15.	TNEB	347.75	-2.31	339.19	-76.74 (A)
16.	UPSEB	258.44	-978.25	22.20	-1495.00 (A)
17.	WBSEB	18.47	-78.66	17.22	-64.49 (U)
Total		1125.36	-4360.80	1237.53	-6748.68

P - Provisional

A - Audited

U - Unaudited

[English]

**Extension of Railways Network**

131. DR. ASIM BALA :  
KUMARI UMA BHARATI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have formulated any new schemes to extend railway network in backward, hilly, tribal, remote and desert areas;

(b) if so, the details thereof, zone-wise and State-wise;

(c) the time by which these schemes are likely to be implemented; and

(d) the expenditure likely to be incurred thereon, project-wise?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Yes, Sir.

(b) to (d) A statement is laid on the Table of the Sabha.

**Statement**

The details of new line ongoing projects in backward, hilly, tribal, remote and desert areas are as under :

Project and State	State	Zone	Cost Rs. in crs.	Target date of completion
1	2	3	4	5
1. Talcher-Sambalpur	Orissa	SE	338.68	March' 98
2. Jogighopa-Guwahati	Assam	NF	635	Brahmaputra Bridge and Jogighopa to Goalpara Dec'97 and Goalpara to Guwahati by Dec'98.
3. Daitari-Banspani	Orissa	SE	243	Dec'99
4. Mandarhill-Rampurhat	Bihar	ER	170	Not yet fixed.
5. Peddapalli-Karimnagar-Nizamabad	(AP)	SC	193	-do-
6. Amravati-Narkhed	Maharashtra	CR	183	-do-
7. Lanjigarh-Junagarh	Orissa	SE	100	-do-