

against any employee involved in the pilferage of power. However, according to DESU no case of involvement of its employees in the pilferage of power has come to the notice of the Undertaking.

Train Accident near Gwalior

5485. SHRI M.V. CHANDRASHEKHARA MURTHY:
SHRI V. SREENIVASA PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a train accident took place near Gwalior on August 10, 1991;

(b) if so, the facts thereof;

(c) the reasons of the accident; and

(d) the steps proposed to be taken to dissuade passengers from travelling on the roof of the train?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) and (c). While 657 Dn. Gwalior-Bhind passenger train was passing under an overbridge between Gwalior and Gawlaka Mandir, passengers travelling on the roofs of the coaches hit against the girder of the bridge resulting in the death of 4 persons, grievous injury to 10 and simple injury to 22 persons.

1 PASSENGER FARES:

1989-90: There was no increase in the passenger fares during 1989-90.

1990-91: With effect from 1-5-1990, the passenger fares were increased as under

| Distance slab | Increase | Passenger fares KMS. per Ticket |
|------------------------------|----------|---------------------------------------|
| (i) Second Class increase | 1-25 | No |
| | 26-100 | 1.00 |

(d) The measures taken to curb roof travel include detrainning passengers from the roof of the trains, publicity campaigns through different media, surprise checks from time to time and deterrent penalties incorporated in the Railways Act.

[Translation]

Expansion of Railways

5486. SHRIRAMLAKHAN SINGH YADAV:
SHRI ARJUN SINGH YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of increase per year in the rail fares and freight during the last three years;

(b) the percentage of increase per year in the construction of New railway lines, conversion of meter gauge lines into broad gauge, starting new train services and tools trains during the last three years; and

(c) the names of railway lines introduced and the number of railway services discontinued during that period ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS: (SHRI MALLIKARJUN) (a) Increase in rail fares and freight charges during the last three years is indicated below:

| Passenger fares | Distance slab KMS. | Increase per Ticket |
|---|--|--|
| | 101-200 | 2.00 |
| | 201-300 | 3.00 |
| | 301 & above | 4.00 |
| (ii) Second Class (Mail/Express) (ordinary) | 1-25 | No increase |
| | 26-50 | 1.00 |
| | 51-100 | 2.00 |
| | 101-150 | 3.00 |
| | 151-200 | 4.00 |
| | 201-250 | 5.00 |
| | 251-300 | 6.00 |
| | 301-350 | 7.00 |
| | 351-400 | 8.00 |
| | 401-450 | 9.00 |
| | 451-500 | 10.00 |
| 501-600 12.00 | 11.00 | 601-700 |
| | 701-800 | 13.00 |
| 801-900 | 14.00 | |
| | 900-1 & above | 15.00 |
| (iii) A.C. Chair Car First Class A.C.Sleeper & A.C.First Class | 1-25 | No increase |
| | 26 & above | 17% |
| 1991-92: with effect from 16-8-91, passenger fares were increased as under: | | |
| (i) A.C. First Class A.C.Sleeper First Class & A.C. Chair Car | upto 800 kms. Beyond 800 kms | 20% 15% |
| (ii) Second Class (Mail/Exp.) maximum of Rs.20/-for distances beyond 1300 kms, | Re.1/- at the lowest slab rising progressively to the | dis- |
| (iii) Second Class (Ordinary) 1-10 kms. | Beyond | No increase Rs.1/-at the lowest slab rising gradually to Rs. 5.00 for distances beyond 400 kms. with marginal adjustment upto 60 kms. |

II. FREIGHT RATES:

1989-90:

Freight rates were increased by 11% with effect from 1-4-1989. Salt for human consumption, Fruits and Vegetables, Gur and Jagree, Edible Oils, Oilseeds/Oilcakes, Fodder, Livestock and Organic Manures were exempted from the increase.

With effect from 1-4-1989, the wagonload and trainload classification of commodities which were charged at class 150 and belong was increased by 2 steps. However, in the case of Foodgrains, pulses and chemical Manures, the wagonload/trainload classification was increased only by one step.

1990-91

Freight rates were increased by 7% with

Percentage increase during the year

| <i>Year</i> | <i>New Railway lines</i> | <i>Conversion of M.G. to B.G.</i> |
|-------------|--------------------------|-----------------------------------|
| 1988-89 | 0.49 | 0.41 |
| 1989-90 | 0.38 | 0.11 |
| 1990-91 | 0.17 | 0.36 |

(ii) The percentage increase per year in the starting of new Passenger train services is as follows:

| <i>year</i> | <i>percentage increase</i> |
|-------------|----------------------------|
| 1988-89 | 2.26% |
| 1989-90 | 2.02% |
| 1990-91 | 1.31% |

(iii) The quantum of goods traffic carried is not measured in terms of number of goods trains run on Indian Railways, but in terms of billion tonnes kilometres carried in a year. Percentage verification in, billion tonne kilometres of revenue earning traffic during last three years over the previous year is as follows:-

effect from 1-4-1990 and by 10% from 1-10-1990 over the rates as on 31-3-1990. Foodgrains, Pulses, Salt for human consumption, Edible Oils, Fruits and Vegetables, Sugar, Gur and Jagree were exempted from the freight increase.

1991-92

Freight rates were increased by 10% with effect from 16-8-1991. Foodgrains, Pulses, Salt for human consumption, Edible Oils, Fruits and Vegetables, sugar, Gur, Jagree, Kerosene and Diesel Oil were exempted from the increase in freight rates.

(b) (i) The percentage increase in the construction of new railway lines and conversion of metre gauge into broad gauge lines during the last three years is indicated below:

| Year | <i>percentage variation in billion tonne kilometres (percent)</i> |
|---------|---|
| 1988-89 | (-) 0.07 |
| 1989-90 | (+) 3.25 |
| 1990-91 | (+) 2.53 |

(c) Names of railway lines introduced during the last three years are indicated below:
1988-89

1. Balipra-Gamai
 2. Lalabazar-Jamira (30 kms.)
 3. Guna-Miana (31 Kms.)
 4. Karur-Dindigul (74 Kms.)
 5. Kota-Chanderiya (158 kms)
- 1989-90
1. Miana-Badarwas(18 kms.))
 2. Badarwas-Kolaras (28 kms.)
 3. Rail mahatput-Una (10 kms)
 4. Pencharthal-Kumarght (11 kms)
 5. Silchar-Jirbam (49 kms.)
 6. Gamani-Bhalukpong (21 kms)
 7. Ernakulam-Alleppey (57 kms)
 8. Chitradurg-Challakere (35 kms)
 9. Chanderiya-Chittaurgarh (8 kms.)

1990-91

1. Kolaras-Shivpuri (25 kms.)
2. Gwalior-Panihar (8 kms.)]

3. Jamira-Bhsirabi(18 kms.)
4. Chittaurgarh-Nikmbanera(29 kms.)
5. Nimbanera-Jawad Road (10 kms.)
6. Jawad Road-Nimach (17 kms.)

(ii) The number of rail services discontinued during the last three years is as follows:

| | | |
|----|---------|-----|
| 1. | 1988-89 | 181 |
| 2. | 1989-90 | 41 |
| 3. | 1990-91 | 59 |
| | TOTAL | 281 |

[English]

Extension to Port Blair Runway

5487. SHRI MANORANJAN BHAKTA:
Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government have any proposal for the extension of Port Blair runway for operation of the Indian Airlines flights; and

(b) if so, the detail thereof, and when the work is likely to be completed?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRIMADHAVRAO SCINDIA): (a) No plan has been finalised to extend the runway at Port Blair.