

There are 32 manufacturers producing C-DOT Digital Exchanges in the country. The total production capacity available for manufacture of Automatic Exchanges on C-DOT technology is 2.87 million lines per annum. The annual production depends upon the availability of orders. The total investment made by C-DOT manufacturers is about Rs. 115 crores.

In addition, a capacity of about 4 million lines per annum exists in the country for manufacture of automatic exchanges based on other technologies.

Statements

Number of Faults/100 Stations/Months for the Year 1995-96

| Sl.No. | Circle/Metro/Distt. | No. |
|--------|---------------------|------|
| 1 | 2 | 3 |
| 1. | Andaman & Nicobar | 19.9 |
| 2. | Andhra Pradesh | 12.4 |
| 3. | Assam | 15.4 |
| 4. | Bihar | 12.8 |
| 5. | Gujarat | 22.1 |
| 6. | Haryana | 15.4 |
| 7. | Himachal Pradesh | 16.0 |
| 8. | Jammu and Kashmir | 15.8 |
| 9. | Karnataka | 13.8 |
| 10. | Kerala | 14.1 |
| 11. | Madhya Pradesh | 11.9 |
| 12. | Maharashtra | 14.6 |
| 13. | North-East | 8.9 |
| 14. | Orissa | 11.7 |
| 15. | Punjab | 17.0 |
| 16. | Rajasthan | 20.1 |
| 17. | Tamil Nadu | 10.3 |
| 18. | Uttar Pradesh (E) | 15.4 |
| 19. | Uttar Pradesh (W) | 19.0 |
| 20. | West Bengal | 14.9 |
| 21. | Mumbai | 14.8 |
| 22. | Calcutta | 20.6 |
| 23. | Delhi | 24.0 |
| 24. | Chennai | 20.7 |

Daily running of Train

2893. SHRI BASU DEB ACHARIA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4158 on December 19, 1996 and state:

(a) whether it is not possible to remove hinderance of operational constraints to run 2815/2816 New Delhi-Puri Express daily;

(b) if so, the reasons therefor;

(c) whether any steps are being taken to remove technical difficulties by converting the train into air-brake so that AC 3-tier coaches are attached with it;

(d) if so, the reasons for the delay; and

(e) the time by which it is likely to be converted into air-brake?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) Daily running of 2815/2816 New Delhi-Puri Express is not feasible at present owing to path constraints and terminal constraints as on the other three days 8475/8476 Neelachal Express runs on the same path.

(c) to (e) Conversion of long distance trains into Air Brake and provision of AC 3-tier coach is being done in a phased manner. Purshottam Express between New Delhi and Puri has been provided with Air Brake coaches and AC 3-tier during 1996-97. Conversion of 2815/2816 Puri Express will also be considered alongwith other similar demands in later years.

Budge-Budge to Falta Rail Line

2894. SHRI SAMIK LAHIRI : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to construct new Railway line from Budge-Budge to Falta in West Bengal;

(b) if so., the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c) The survey has been included in the year 1997-98 and would be taken up after the budget has been passed.

Further consideration of the project would be possible once the survey report becomes available.