

Statement

Details indicating the extent of loss of human lives and livestock, damage to houses and cropped area, and the funds released from the Central Share of Calamity Relief Fund during 1996-97 to the affected states.

Sl. No.	State	No. of Human Lives Lost	No. of Live-stock Lost	Damage to Huts/ Houses (No.)	Damage to Crop Area (In Lakh ha.)	Central Share of CRF released (Rs. in crores)
1.	Andhra Pradesh	1574	66694	718080	17.95	93.140
2.	Arunachal Pradesh	15	1256	330	0.06	3.960
3.	Assam	38	372	7848	2.00	28.133
4.	Bihar	207	66	66955	7.14	38.97*
5.	Gujarat	117	1962	54575	0.19	104.700
6.	Haryana	14	78	12083	0.15	18.790
7.	Himachal Pradesh	45	2250	5774	2.58	15.158
8.	Jammu & Kashmir	58	9534	24521	0.46	14.780
9.	Karnataka	239	4787	104199	0.50	23.543
10.	Kerala	159	—	18729	0.39	41.550
11.	Madhya Pradesh	48	344	7075	0.14	28.733
12.	Maharashtra	198	38	2899	—	38.363
13.	Meghalaya	8	—	—	—	1.568
14.	Orissa	—	1	684	0.20	36.760
15.	Punjab	13	1	26	—	30.458
16.	Rajasthan	138	6438	119241	2.10	134.280
17.	Tamil Nadu	75	88	40222	0.05	33.383
18.	Tripura	7	—	—	—	2.528
19.	Uttar Pradesh	352	1279	70858	6.78	70.380
20.	West Bengal	48	84	203987	0.83	38.490
21.	Sikkim	6	—	20	—	3.530

*Includes fourth quarterly instalment of Rs. 9.7425 crores to be released in advance shortly.

Railway's targets for the Eighth Five Year Plan

280. SHRI W. ANGOU SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the targets fixed by the Railways during the 8th Five Year Plan;

(b) whether the Railways will be able to achieve these targets; and

(c) the names of the Railway lines targeted in the 8th Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The achievements expected by the end of the

year 1996-97, under various plan heads, as compared to the targets fixed for the VIII five year plan, are as under:

Plan Head	Target for Achieve- VII-Plan ment ex- pected		
	1	2	3
1. Rolling Stock (Number)			
(i) Locos		1499	1517
(ii) Coaches		9100	9136
(iii) EMUs		1265	1288

1	2	3
(iv) Wagons	12000/ 99509*	97303+ 5000 wagons under OYWS in 1996-97
2. Track Renewals (Kms)	12500	13972
3. Gauge Conversion (Kms)	6000/ 8100*	7033

Calendar of new lines 1992-93 to 1996-97 (8th Plan)

92-93 COMPLETED SECTION	KMS	93-94 Completed Section	KMS	94-95 Completed Section	KMS	95-96 Completed Section	KMS	96-97 to be Completed Section	KMS
Rampur Rd-Rewa	21	Deeg-Alwar	79	Sanichara-Nonera	13	Damanjodi-Rayagada	145	Beas-Goindwal	27
Mahura-Deeg	29	Rudrapur-Kathgodam	14	Kulpi-Karanjali	5	Udupi-Kundapura	32	Chhitaumi-Bagha	19
Birlanagar-Sanichara	16	Sambalpur-Maneswar	18			Veer-Khed KRC	51	Karanjali-Nischanipur	8
Shivpuri-Khajuri	15	Chitradurg-Rayadurg	100			Khed-Chiplun	30	Work in Progress	
Bilsapur-Rudrapur	22	Veer-Rohe (KRC)	47					Chiplun-Kundapura	532
Ambathurai-Madurai	44							(KRC)	
Alleppey-Kayankulam	43								
Trichur-Guruvayoor	24								
Telapur-Puttancheru	9								
Talcher-Angul	18								
Mangalore-Udupi (KRC)	68								

Computerised Rail Reservation facility in Orissa

281. SHRIMATI JAYANTI PATNAIK: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway stations in Orissa where computerised railway reservation facility is available;

(b) whether Government have a proposal to provide computerised reservation facility at all major stations in that State;

(c) if so, the details of the proposal mooted for the year 1996-97; and

(d) the year by which all the railway stations in Orissa and other States would be provided computerised railway reservation facility?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS

1	2	3
4. Electrification (Kms)	3000/ 2700*	2700
5. Doubling (Kms)	1250	1088
6. New Lines (Kms)	No Targets	714

(* Revised targets)

(c) The list of new lines expected to be completed during the VIII five year plan is as under:

(SHRI SATPAL MAHARAJ): (a) Seven.

(b) The provision of these facilities at Jharsuguda, Chandrasekharpur and a satellite location in Rourkela has been included in the Annual Plan for 1996-97.

(c) and (d) As per the extant policy these facilities have been provided at all stations which have a workload of 300 and above reservation related transactions per day. Such facilities being capital intensive, lesser volume of reservation work at other stations does not at present justify the provision of these facilities. Over 92% of the reservation workload on the Indian Railways has been computerised. Provision of computerised reservation facilities is an ongoing process and additional locations are covered subject to