

the Ring Railway. Presently the number of Goods train running on these lines is so high, that the line capacity is more than fully utilised and there is no scope for running additional passenger trains on this route.

In the meeting of NCR/PB held on 24.9.96, it was decided that the feasibility study for laying two additional tracks alongwith Ring Railway in Delhi shall be conducted by Government of National Capital Region Delhi in Co-ordination with National Capital Region Planning Board.

(c) (i) From 1986, with the amendments, viz the Allocation of business Rules, the subject Urban Transportation is under the charge of Ministry of Urban Affairs and Employment, which is the nodal Ministry for planning and co-ordination of the development of Urban Transport System, including rail based ones. The Railways will be prepared to render technical assistance in the planning and construction of the systems.

(ii) In pursuance to above, Delhi MRTS project, falling under the purview of Ministry of Urban Affairs and Employment, has been sanctioned by the Govt. of India.

(Hi) However, wherever the segregation of suburban traffic is not possible from main line traffic, railways continue to develop the commuter traffic and the following new projects have been sanctioned during 1995-96 and 1996-97:—

- (1) Borivli-Virar quadrupling
- (2) Santacruz-Borivli 5th line
- (3) Kurla-Thane phase-I (5th and 6th line)
- (4) Thane-Turbhe-Nerul/Vashi
- (5) Belapur-Panvel double line
- (6) Seawood-Uran double line
- (7) Luz-Vellachery

The cost of above projects, except (1), (2) and (3), is being shared between State Govt. and Railway in the ratio of 2 : 1. The entire cost of the land is borne by State Government.

(ii) In order to give relief to

commuters of Metro cities the following projects have been commissioned in the last two years:—

- (1) Addl. pair of lines between Bandra and Andheri,
- (2) Calcutta Metro,
- (3) Madras Beach-Chepauk (Chepauk-Luz likely to be completed during 1996-97).

हिसार से चण्डीगढ़ के लिये सीधी रेल गाड़ी

264. श्री रामजीलाल: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि हिसार से राज्य की राजधानी—चण्डीगढ़ के लिए कोई सीधी रेल गाड़ी नहीं है;

(ख) यदि हाँ, तो उक्त मार्ग पर कब तक सीधी रेल गाड़ी शुरू कर दी जायेगी; और

(ग) इसमें विलम्ब के क्या कारण हैं?

रेल मंत्रालय में राज्य मंत्री (श्री सतपाल महाराज): (क) जी हाँ।

(ख) फिलहाल हिसार और चण्डीगढ़ के बीच सीधी गाड़ी चलाने का कोई प्रस्ताव नहीं है;

(ग) पश्चालिनिक कठिनाइयाँ और संसाधनों की तंगी।

Creation of new Railway Zones

265. SHRI VEDPRAKASH P. GOYAL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of new railway zones already created during the current year and how many more zones are proposed to be created during the next one year;

(b) whether Government have worked out the estimated expenditure, recurring and non-recurring, which the railways will have to bear by creation of these new zones;

(c) if so, the details thereof;

(d) the number of new posts in each category viz. 'A', 'B', 'C' and 'D' that will be created in the wake of new zones; and

(e) the reaction of Railway workers' unions on opening of new railway zones?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The Government has decided to set up six new zonal Railway Headquarters at Bhubaneswar, Allahabad, Hajipur, Jaipur, Bangalore and Jabalpur. The inaugural functions for Bhubaneswar, Allahabad, Hajipur, Jaipur and Bangalore have been held during this year. The date for the Inaugural function for Jabalpur has not yet been decided.

(b) and (c) The anticipated cost of setting up of new Railway zonal offices, excl. land cost, has been assessed as Rs. 250 crore (approx.) at 1992-93 prices. The present day cost would be in the region of Rs. 60—70 cr. each (approx.) excl. cost of land. The recurring expenditure would be approx. Rs. 6 cr. per annum per zone.

(d) Majority of posts in the various categories are planned to be provided by readjustment from the existing zones.

(e) There has been a mixed reaction to the proposal of setting up of new Zonal Railways.

Milk Production

266. SHRI SATISH PRADHAN: Will the Minister of ANIMAL HUSBANDRY AND DAIRYING be pleased to state:

(a) the estimated milk production, State-wise, for the past 5 years and percentage increase vis-a-vis targets set and position of the country among main milk producing countries and investment made during the period for cattle and dairy development, particularly in Maharashtra, under Central Schemes.

(b) the projections of milk yield for the next five years and thrust areas identified for development and order of investment committed/likely to be available for dairy development.

(c) the details of centrally sponsored schemes under animal husbandry and dairy development and expenditure incurred there under in Maharashtra; and

(d) the details of major projects

ongoing and new in dairy sector in Maharashtra?

THE MINISTER OF STATE OF THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING (SHRI RAGHUVANSH PRASAD SINGH): (a) The estimated milk production State-wise and targets set for the past 5 years are given in the enclosed statement-I and Statement-II (*See* below). The percentage increase in milk production in Maharashtra State during the period 1991-92 to 1995-96 was 30% and the percentage increase in the country in milk production during the same period was 18%.

The major milk producing countries in the World are USA, Brazil, India, France and Germany. India ranks second in the World. The total Central releases to Maharashtra State during 1992—96 are Rs. 913.75 lakhs under Central Schemes.

(b) The projections of milk yield for the next five years are as below:—

("000 tonnes/year)

1996-97	69120
1997-98	72230
1998-99	75480
1999-2000	78877
2000-01	82426

The thrust areas identified for Dairy Development during 9th Plan are:

- (i) Rehabilitation of sick dairy cooperatives.
- (ii) Strengthening of mechanism of quality inspection in respect of milk and milk products.
- (iii) Boosting of milk production and dairy activities in backward areas.
- (iv) The proposed outlay for Dairy Scheme is Rs. 485.00 crores in the 9th Plan.

(c) and (d) A list of Centrally Sponsored Scheme under Animal Husbandry and Dairy Development being implemented in the country and in the