

पर अगले दस वर्षों में माल और यात्री परिवहन कितना-कितना होने का अनुमान है और रेल लाइन के उपरोक्त दोनों खंडों के निर्माण की अनुमानित लागत कितनी है ?

रेल मंत्रालय में राज्य मंत्री (श्री मलिकार्जुन) : सूचना एक्टों की जा रही है और सभा पटल पर रख दी जाएगी ।

स्टालों का आवंटन

3019. श्री मोहम्मद अफजल उर्फ मोम अफजल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश भर में रेलवे स्टेशनों पर खाद्य पदार्थ और चाय बेचने के कितने स्टाल हैं ; और

(ख) इनमें से कितने स्टाल जनश्रम विपक्षी वर्गों के लोगों और अन्य व्यक्तियों को आवंटित किए गए हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री मलिकार्जुन) : (क) 4121 ।

(ख) कोटिवार आकड़े नहीं रखे जाते हैं, बहरहाल, शारीरिक रूप से विकलांग व्यक्तियों को 8 स्टाल आवंटित किए गए हैं ।

Refund of ticket money to passengers

3020. SHRI CHIMANBHAI MEHTA:
SHRIMATI MIRA DAS:
SHRI ANANTRAY DEV-
SHANKER DAVE:

Will the Minister of RAILWAYS be pleased to refer to the answer to Starred Question 211 given in the Rajya Sabha on the 22nd July, 1992 and state:

(a) the reasons for which the passengers are not eligible for compensation if undue and long delay—beyond two hours on long distance and one hour on short distance journeys occurs;

(b) whether such compensation is paid in other countries

(c) what are the reasons in normal situations for delay which are beyond the control of the Railways; and

(d) what are the schedules for the maintenance of equipments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) In case of late arrival of trains, the Railways cannot grant refund or pay any compensation to all the passengers of such late-running trains in as much as Railways have already incurred the cost involved in the transportation of passengers. The passenger fare structure is not fully cost-based and Railways do not earn a profit from overall passenger services.

(b) This information is not available with the Ministry of Railways.

(c) Reasons for late running of trains beyond Railways' control are agitations, bandhs, miscreant activities, alarm chain pulling, bad weather, premature failure of equipments, cautious driving due to fog, etc.

(d) There are periodical schedules laid down for maintenance of various equipments, depending on technical requirements for each type of equipment. These schedules are generally time based and in some cases utilisation based.

Railway accidents

3021. SHRI SUSHILKUMAR SAM-
BHAJIRAO SHINDE:
SHRI MOHAMMED AFZAL
alias MEEM AFZAL:
SHRI TINDIVANAM G.
VENKATARAMAN:
SHRI J. S. RAJU:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents of the railways during the last three years;