

(b) if so, whether any amount is being recovered in lieu of the above journey passes issued to them; and

(c) if not, how the loss of crores of rupees per annum of Government revenue so sustained in this regard is being covered up?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (c) M/s. A.H. Wheeler & Co. has been provided free passes as a facility to supervise the working of their bookstalls on Indian Railways as per the agreement entered with them. Ministry of Railways has, however, reviewed the matter recently and the number of passes has been curtailed from 58 to 30. M/s. A.H. Wheeler & Co., pay to the Railways royalty at the rate of 4% of their sales turnover.

Stoppage of Express Trains at Jajpur-Keonjhar Road

*187. SHRI RAMACHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state whether Government would consider to provide stoppage of Falakunuma, Coromondal and Rajdhani Express trains at Jajpur-Keonjhar Road which is the only rail linkage to Jajpur, Dhenkanal, Angul, Keonjhar and Sundargarh districts?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): There is no such proposal at present as 20 pairs (16 pairs of Mail/Express and 4 pairs of Passenger) of trains are already stopping at Jajpur-Keonjhar Road, thus adequately meeting the traffic requirement of both short distance and long distance passengers.

Capacity in Mahalaxmi Express

*188. SHRI SURYABHAN PATIL VAHADANE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the inadequate capacity in AC 2 Tier and Ist Class coaches in Mahalaxmi Express between Kolhapur and Mumbai;

(b) whether Government have received any complaint in this regard;

(c) if so, what are the details thereof; and

(d) what action Government have taken or propose to take in the matter?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) At present, there is no first class coach in the composition of 1011/1012 Mahalaxmi Express. On conversion of rake of 1011/1012 Mahalaxmi Express from vacuum brake to air brake system, an AC—3 tier coach has been added, thereby providing 40 additional berths and air conditioned comfort. Though the II AC coach of the train is fully utilised, the average waiting list of passengers which is only 7 per day from Kolhapur side and 3 per day from Mumbai side and does not justify augmentation of the train with another AC—2 tier coach.

(b) to (d) (i) Representations have been received for attaching first class coach on the train. Railways as a policy have decided to discontinue with First class coaches which are vacuum brake stock while the rake of the train is on air brake system and it is not technically feasible to attach a first class coach on the train.

(ii) Representations have been received for attachment of Ist AC coach or a composite first AC cum AC II tier coach on 1011/1012 Mahalaxmi Express. As AC II and AC 3 tier accommodation is fully utilised, this demand can only be met by augmenting the load of 1011/1012 Express. Augmentation on a regular measure is not feasible due to platform constraints at Mumbai and limitation of diesel traction available on the route due to which length of the train from its present composition of 18 coaches cannot be increased. One extra coach is sometimes provided to clear extra rush when special precautions are taken.

Taj Trapezium Zone Pollution Authority

*189. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether it is a fact that an authority known as the Taj Trapezium Zone Pollution Authority has been constituted under the Environment Act of 1986;