

station cum commercial complexes or modern office cum commercial complexes. After meeting railway's requirements, the additional floor space constructed would be utilised for commercial purposes.

Generation of revenue through commercial publicity includes grant of advertising rights on wagons and selected passenger trains, advertising rights at level crossing gates, and additional advertising at railway stations.

Commercial utilisation of the Railway's right of way is proposed to be achieved by building a nationwide broadband telecom and multimedia network by laying optical fibre cables. A separate Corporation has been set up for this purpose.

Efforts to generate revenue through the above mentioned avenues have already begun.

Railways' dues from NTPC and SEBs

2301. PROF. M.M. AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of Railways outstanding against National Thermal Power Corporation and some State Electricity Boards as on 30th March, 2000;

(b) whether the Railways are reeling under financial crises due to non recovery of this amount: and

(c) if so, the steps taken by Government to recover this amount?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The position of outstanding as on 31.03.2000 is:

(Rs. in Crore)

Name of State Electricity Board/Power Houses	Outstanding		
	dues	as	on
			31.03.2000
1. Andhra Pradesh State Electricity Board			1.92
2. Assam State Electricity Board			0.00

Name of State Electricity Board /Power Houses	Outstanding dues as on 31.03.2000
3. Bihar State Electricity Board	1.97
4. Delhi Vidyut Board	114.02
5. Gujrat State Electricity Board	10.42
6. Haryana State Electricity Board	86.14
7. Karnataka State Electricity Board	0.02
8. Maharashtra State Electricity Board	6.62
9. Madhya Pradesh State Electricity Board	1.39
10 Punjab State Electricity Board	59.63
11 Rajasthan State Electricity Board	24.61
12 Tamil Nadu State Electricity Board	6.04
13 Uttar Pradesh State Electricity Board	0.80
14 West Bengal State Electricity Board	2.26
15 Badrapur Thermal Power Station	965.96
16 National Thermal Power Corporation	19.49
17 Damodar Valley Corporation	4.90
TOTAL	1306.19

(b) Accumulation of the dues affects the resource capacity of the Railways to make investments.

(c) The steps taken by the Railways to recover the outstanding dues from State Electricity Boards and Power Houses include:

1. Implementation of various schemes of 'Prepayment of Freight' for carriage of coal booked to Power Houses w.e.f. 01.10.1996.
2. State Electricity Boards and Power Houses which fail to observe the conditions of 'Prepayment of Freight' as also payment of current freight are closely monitored by the zonal Railways and regular meetings are held with senior officials of State Electricity Boards and Power Houses.
3. Pursuant to Government's decision on 07.02.1997 that the outstanding dues from State Electricity Boards and Power Houses as on 31.12.1996 would be adjusted from the Central Plan Assistance of the State Governments subject to certain limits, an amount of Rs. 116.93 crores has been received by Railways upto 31.03.2000.
4. Adjustment of outstanding from state Electricity Boards

against traction bills in respect of Uttar Pradesh State Electricity Board, West Bengal State Electricity Board, Andhra Pradesh State Electricity Board and Haryana State Electricity Board.

5. Ministry of Railways has approached Ministry of Power, Ministry of Finance and Govt. of NCT, Delhi at various levels including that of Minister of Railways, urging early steps for clearance of the dues.

Super Fast Trains in Gujarat

2302. SHRI BACHANI LEKHRAJ: Will the Minister of RAILWAYS be pleased to state:

- (a) the names of Superfast trains in Gujarat;
- (b) the annual earning of each train for 1999-2000; and
- (c) the heads on which the surcharge released is spent?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Indian Railways do not maintain the data state-wise.

- (b) Earnings are not maintained train-wise.
- (c) Realisation from surcharge forms part of the general Railway revenues, and is not allocated to any specific head of expenditure.

Virudhunagar-Quilon (Tamil Nadu) Rail Line

2303. SHRI CHO S. RAMASWAMY: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the Virudhunagar-Quilon (Tamil Nadu) rail line has not yet been converted into broad gauge;
- (b) if so, the reasons therefor;
- (c) whether Government are planning to take up this work; if so, by when;
- (d) if not, the reasons therefor;
- (e) what is total sanction for this project; and