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11.	Banspani-Daitari-Tomka-Jakhapura (180 km.)
12.	Barbil-Barajamda (10 km.)
13.	Padapahar-Banspani (32 km.)
14.	Champajharan-Bimlagarh (21 km.)
15.	Delang-Puri (29 km.)
16.	Sambalpur-Talcher (174.11 km.)
17.	Brundamal-Jharsuguda

(c) Minimum essential amenities (MEA) at railway stations as per norms have already been provided. Further augmentation of passenger amenities at station commensurate with increase in passenger traffic/earnings is a continuous process and is undertaken through Annual Works Programme depending upon requirement, *inter-se* priorities of works and availability of funds. Works relating to provision/ augmentation of various passenger amenities at stations are taken up under Plan Head 'Passenger Amenities'. East Coast, South Eastern and South East Central Railways cover the state of Orissa. The funds allocated during the current year on each of these zonal railways are as under :

Railway	Budget Allotment (Rs. in crore)
East Coast Railway	23.09
South East Central Railway	89.54
South Eastern Railway	70.95

AC-I coach in Utkal Express

2766. SHRI MANGALA KISAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Utkal Express running between Delhi and Orissa does not have AC-I coach;

(b) if so, the reasons therefor; and

(c) by when AC-I coach would be attached to Utkal Express for the convenience of passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) to (c) Yes, Sir. Introduction of different classes of coaches in trains including AC-1st class coaches, is a continuous process subject to operational feasibility, commercial viability and availability of resources. Presently it is not found viable to attach AC-I coach in Utkal Express.