

Pending cases of Kerala High Court and their disposal

754. SHRI ABDUL WAHAB: Will the Minister of LAW AND JUSTICE be pleased to state the details of pending cases in Kerala High Court and Subordinate Courts as of January, 2016 and the steps taken to clear the backlog?

THE MINISTER OF LAW AND JUSTICE (SHRI D. V. SADANANDA GOWDA): As per information made available by High Court of Kerala, details of civil and criminal cases pending in High Court of Kerala and Subordinate Courts of Kerala are as under:-

Court	Pendency of Cases as on 31st January, 2016		
	Civil	Criminal	Total
High Court of Kerala	1,21,483	35,947	1,57,430
Subordinate Courts of Kerala	4,31,327	9,36,179	13,67,506

The following methods are already in practice for clearance of backlog.

(1) In the High Court grouping and classification of similar matters, constitution of special Benches for hearing old matters as well as categories demanding priority.

(2) In the Subordinate Courts close monitoring of work by the High Court, fixation of target for disposal in all Courts, implementation of Special list System and Units System.

Apart from these, a special drive has been launched in the High Court and Subordinate Courts aiming at elimination of pendency of over five year old cases by the end of 2016.

Disposal of pending court cases

755. SHRI K. C. TYAGI: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether Government proposes to fix any time-limit for disposal of criminal and civil cases in various courts of the country, if so, the details thereof;

(b) whether Government proposes to set up any Commission or Committee for judicial reforms and speedy disposal of pending court cases; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF LAW AND JUSTICE (SHRI D. V. SADANANDA GOWDA):

(a) to (c) Disposal of Criminal and Civil cases in Courts is within the domain of the judiciary. The actual time taken for disposal of a case depends on several factors such as category of the case (civil or criminal), complexity of the facts involved, nature of evidence, co-operation of stake-holders viz. bar, investigation agencies, witnesses and litigants besides the availability of physical infrastructure, supporting court staff and applicable rules and procedures. As such, it is not practicable to fix mandatory time limits for all categories of cases.

In 2011, the Supreme Court in Ramrameshwari Devi *versus* Nirmla Devi case has, *inter-alia*, observed that at the time of filing of the plaint, the trial court should prepare complete schedule and fix dates for all the stages of the suit, right from filing of the written statement till pronouncement of judgment and the courts should strictly adhere to the said dates and the said time table as far as possible.

Government has set up a National Mission for Justice Delivery and Legal Reforms with the twin objectives of increasing access by reducing delays and arrears in the system and enhancing accountability through structural changes and by setting performance standards and capacities. The Mission has been pursuing a co-ordinated approach for phased liquidation of arrears and pendency in judicial administration which, *inter-alia*, involves better infrastructure for courts including computerization, increase in strength of subordinate judiciary, policy and legislative measures in the areas prone to excessive litigation, re-engineering of court procedure for quick disposal of cases and emphasis on human resource development.

Deaths due to train accidents

756. SHRI NEERAJ SHEKHAR: Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 2232 given in the Rajya Sabha on 7 August, 2015 and state:

(a) whether as per the National Crime Records Bureau, 25,006 persons have died due to train accidents in the country;

(b) if so, the source/records by which the Ministry has furnished that only 54 and 161 deaths have occurred in the country during 2013-14 and 2014-15 respectively; and

(c) the details of deaths due to accidents on unmanned level crossings due to negligence of road vehicle users during 2013, 2014 and 2015, separately, zone-wise and year-wise?