

- * Highly polluting industries have been identified and a road map has been evolved for environmental compliance in the Charter on Corporate Responsibility for Environmental Protection (CREP);
- * Control of vehicular pollution through promotion of clean fuels, introduction of stringent emission norms and fuel specifications;
- * Regulation and control of noise pollution is carried out through various notifications such as for fire crackers, diesel generator sets and vehicles;
- * Bharat Stage II norms for vehicles have been prescribed in metro cities;
- * City specific plans for improvement of environment have been evolved which are at various stages of implementation;
- * Environmental Epidemiological Studies have been initiated in different parts of the country to assess the impact of pollution; and
Promotional schemes for environmental education and awareness have been launched.

Non-availability of water at railway stations

†*427. DR. AKHTAR HASAN RIZVI: Will the Minister of RAILWAYS be pleased to state;

(a) whether Government are aware of the fact that most of the taps at railway stations have gone dry;

(b) if so, the reasons therefor; and

(c) the steps taken by Government in this direction?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR); (a) to (c)
The general availability of water at the railway stations on Indian Railways is satisfactory.

At all stations, water is supplied from either Railways' own sources or from outside sources like municipality, etc. Requirement *vis-a-vis* availability of water at various stations is reviewed every year ahead of the summer season and additional new works sanctioned for improvement/ augmentation of water supply at stations. A large number of works, varying

†Original notice of the question was received in Hindi.

from big works like provision of radial wells to small works like provision of additional taps, replacement of corroded water pipelines etc. are in progress at all times on Indian Railways which is a continuous process.

There may be occasional short supplies because of electrical load shedding by State Electricity Board, short supply of water by Municipalities, equipment breakdowns, etc. Under such circumstances, Railways endeavour to rectify the situation in co-ordination with the concerned local authority to ensure regular supply of water to its bonafide passengers.

Sometimes in summer, supply of drinking water to stations falling in arid zones falls short of demand due to lowering of ground water table, lesser supplies by municipality and higher passenger load during summer, in general. Railway does its best to overcome such a situation by providing/ supplementing mobile water trollies & matkas for making water available to the passengers. Many NGOs (Non-Governmental Organisations) also come forward to assist Railways in the endeavour.

Foreign exchange earned by Palace on Wheels

*429. SHRI SUKHDEV SINGH LIBRA:

DR. ABRAR AHMED:

Will the Minister of RAILWAYS be pleased to state:

(a) what has been the average occupancy of 'Palace on Wheels', the luxury train during the year 2002-2003;

(b) the foreign exchange earned by it during the above period; and

(c) what further steps are being taken by Government to make the train more popular for tourists?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) The average occupancy of Palace on Wheels during the year 2002-03 has been 42.98%.

(b) The foreign exchange earned during this period amounts to Rs. 1035.03 lakhs.

(c) As per the Agreement between the Indian Railways and the Rajasthan Tourism Development Corporation (RTDC), the responsibility of marketing, selling of tickets and hospitality services of the train are with the RTDC while the Railways only provide the necessary facilities for