

(c) whether the Government have reviewed the performance of the smelters and refineries under the HCL;

(d) if so, the details thereof during the last three years;

(e) whether the production of copper is sufficient to meet the demand of the country;

(f) if so, the reasons therefor; and

(g) the steps taken to boost the production of the copper?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) and (b). Hindustan Copper Limited (HCL) a Public Sector Undertaking under the Ministry of Mines is presently having nine operating mines. The unitwise production of different mines of the Company for the last three financial years is given below :

		(In tonnes)		
		1993-94	1994-95	1995-96
(i)	Indian Copper Complex group of Mines (Mosaboni, Pathargora, Surda, Kendadih and Rakha mines) in Bihar.	12.38.221	11.28.928	10.58.957
(ii)	Khetri Mines (Khetri, Kolihan and Chandmari mines) in Rajasthan	16.87.279	16.56.643	16.03.931
(iii)	Malanjkhanda Copper Project (Malanjkhanda Mines) in Madhya Pradesh.	19.90.799	19.20.385	20.27.386

(c) and (d). The performance of the Company including smelters and refineries is regularly reviewed on a quarterly basis. The performance of two Smelters and Refineries of Hindustan Copper Ltd. for the last 3 financial years are as under :

		(In tonnes)		
		1993-94	1994-95	1995-96
<i>Smelter/Refinery :</i>				
Blister Copper		37160	90454	40259
Refined Copper (Cathode)		39002	46134	41153

(e) and (f). The present indigenous copper production is not sufficient to meet the entire demand of the country which is around 3 lakhs tonnes per annum. The installed capacity of Hindustan Copper Limited which is the sole producer of primary copper in the country is only 47500 tonnes per annum. Because of the low grade of copper ore available in the country, the cost of production of refined copper from indigenous sources is higher and only a fraction of domestic requirement is met from indigenous sources and balance requirement is met through imports.

(g) With the opening of the economy and the reduction of customs duty on copper concentrate, a number of new units are being set up in the private sector which would be based on imported concentrates. Hindustan Copper Limited also has formulated scheme for expansion of its Khetri Smelter and Refinery from the existing capacity of 31,000 tpa to 1,00,000 tpa at an

estimated cost of Rs. 528.65 crores. On the successful implementation and completion of the expansion scheme, the copper production of Hindustan Copper Limited will substantially increase by 70,000 tpa.

#### Settlement of Railway Claims

1002. SHRIMATI CHHABILA ARVIND NETAM : Will the Minister of RAILWAYS be pleased to state :

(a) the criteria laid down for settlement of railway claims;

(b) the time taken in settling the railway claims;

(c) whether the Government have received any complaint regarding corruption in settlement of railway claims; and

(d) if so, the action taken by the Government against the guilty officials?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Compensation claims is paid in case where Railways are liable under the provisions of the Railways Act, 1989.

(b) While average time taken in settlement of goods compensation claims has been 32 days during 1995-96, it was around 10 months in case of accident compensation claims.

(c) During the last 3 years, 24 complaints of corruption in settlement of Railway claims were received by the Vigilance Department.

(d) 26 staff were taken up under penal action and in two cases, the matter is under investigation.

[English]

### Encroachment of Railway Land

1003. SHRI PRAMOD MAHAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway land of more than 2400 hectares worth crores of rupees has been encroached upon in different parts of the country as reported in "The Hindustan Times", New Delhi of August 17, 1996;

(b) if so, the details of Railway land under encroachment and area of land unutilised, as on October 31, 1996, zone-wise;

(c) the value of land under encroachment, how and by which date Government propose to get the encroached land vacated;

(d) whether the Government have fixed any responsibility as to how the Railways in each zone allowed such a vast area of land encroached and action taken thereon; and

(e) how the Government propose to utilise the unutilised land under each zone?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) 2457 hectares of Railway land is under encroachment and 24845 hectares is lying unutilised. Zone-wise details are given below :

Zone	Area of land (in hectares)	
	Under encroachment	Unutilised
Central	64	146
Eastern	85	2600
Northern	900	1828
N.E.	115	4560
N.F.	304	2610
Southern	83	2040
S.C.	84	8670
S.E.	715	501
Western	107	1890
Total	2457	24845

(c) Value of land is assessed by the Land Revenue Department of the State Government and varies from place to place. Action against the encroachers of Railway land is taken under the Public Premises (Eviction of Unauthorised Occupants) Act, 1971 continuously.

(d) Railway land is mostly encroached in cities. These are poor people who come to cities in search of

their livelihood and when they find that they cannot afford a dwelling because of high cost of dwelling in urban areas, they put up jhuggies on the railway land adjacent to railway stations, which is mostly in long strips along railway tracks. Action against these encroachers is taken promptly by the concerned officials. However, they have to act in accordance with the provisions of Public Premises (Eviction of Unauthorised Occupants) Act, 1971. The problems of removal of encroachments has also an element of law and order as the encroachers get general sympathy, being mostly from the poor sections of the society which enables them to continue on the encroached railway land despite sincere efforts of the Railways. Still, strict instructions have been reiterated to railway officials to prevent encroachment on railway land and remove encroachment.

(e) Unutilised land is kept reserved by the railways for locating their operational and service infrastructure and to meet future development requirements.

### Demands by Coolies

1004. SHRI JAGAT VIR SINGH DRONA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a representation regarding the demands was handed over to Railway Minister on his visit to Kanpur in September, 1996 by the authorised coolies of Kanpur Central Railway;

(b) if so, the details thereof;

(c) the action taken by the Government thereon;

(d) whether the Government are also aware of a large number of unauthorised coolies and their mode of working at Kanpur Railway Station; and

(e) if so, the details thereof and the steps proposed to be taken to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) Demands made in the representation of railway coolie unions are as under :

(i) Immediate transfer of badges to the dependants/successors of deceased coolies.

(ii) Powers of transfer of badges should be delegated to Station Manager, Kanpur.

(iii) Posting of a railway official for dealing with the matters of coolies exclusively.

(iv) Coolies should be declared as Class-IV employee with all the facilities of a railway employee.

(v) The work of parcel/goods handling should be entrusted to the coolies.

(vi) Grant of medical and education facilities and also issue of proper uniform and railway passes to the coolies.