

sector stations against which the actual supply was 1130 Million Units.

(c) The main reasons for short supply to Kerala from the Central Stations during 1989-90 were underdrawal by Kerala during the monsoon period because of its comfortable power position, system constraints like outage of 400 KV Cuddapah-Bangalore line owing to cyclone, etc.

(d) Steps have been taken to improve the frequency conditions and the grid discipline by resorting to adequate land management in the Southern Region to ensure supply of entitled share to all the beneficiary States including Kerala.

Air Strip at Perunthural in Tamil Nadu

7948. SHRI P.G. NARAYANAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a proposal for constructing an air-strip at Perunthurai near Erode in Tamilnadu is pending finalisation with Government;

(b) if so, when a final decision is likely to be taken and;

(c) the time by which the necessary engineering/commercial survey are likely to be conducted?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) No, Sir.

(b) and (c). Do not arise.

[*Translation*]

Frequent Railway Accidents in Bihar, Bengal and Assam

4949. SHRI RAJ MANGAL MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether rail accidents occur frequently on Eastern Railway in Bihar, Bengal and Assam;

(b) if so, the reasons therefor; and

(c) the steps taken or proposed to be taken by Government to check these accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) to (c). The accident statistics are maintained railway-zone wise and not State-wise. Eastern Railway serves mostly States of West Bengal and Bihar and parts of Uttar Pradesh and Madhya Pradesh. Assam does not fall on Eastern Railway. The number of accidents on Eastern Railway has come down from 96 in 1985-86 to 70 in 1989-90.

The following are some of the important steps taken to reduce the incidence of accidents:

1. Campaign against carriage of inflammable and dangerous goods by passenger trains.
2. Monitoring performance of critical drivers' category.
3. Improving the out-turn from workshops.
4. Intensive inspections of track and railway installations identified as vulnerable.
5. Inspection of signals to ensure proper lighting and functioning.
6. Conducting educative propaganda among the user public.
7. Surprise check at level crossing gates to monitor working of Railway staff and educate road users.