

(d) Does not arise

(e) There is no regular train between Mumbai & Bikaner. However, a bi-weekly Summer Special train is being run between Bandra & Bikaner upto 29th June '98.

[English]

Gauge Conversion between Makum and Dangori

321. SHRI NRIPEN GOSWAMI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the gauge conversion of railway line from Makum to Dangori in Tinsukia district of Assam has been sanctioned;

(b) if so, the time of which the work is likely to be undertaken;

(c) the present status of the gauge conversion of Ranglia-Murkong Selek section of the North-East Frontier Railway; and

(d) the reasons for delay if any ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) The Programme for execution of the work has not yet been finalised.

(c) The survey for gauge conversion of Ranglia-Murkong Selek has been taken up.

(d) There has been no delay. The section is 532 kms. long and survey work will take more time in view of the work involved. The surveys expected to be completed during the financial year 1998-99.

Extra Rush of Passengers

322. SHRI V.M. SUDHEERAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken adequate steps to meet the extra rush of passengers during the current summer season;

(b) if so, the details thereof; and

(c) if not, the further steps are being taken up to meet the extra rush ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) Yes, Sir.

(b) and (c) On 38 Routes, 1950 trains are being run.

Besides, loads of about 75 pairs of trains have been augmented to cater to the extra rush of traffic.

[Translation]

The Expansion of BALCO

323. SHRIMATI SURYAKANTA PATIL : Will the Minister of STEEL AND MINES be pleased to state:

(a) the total amount collected by BALCO, at Korba so far in the name of expansion and modernisation;

(b) whether these amounts have been collected illegally and there has also been large scale misappropriation in this regard;

(c) if so, the details thereof; and

(d) the details of the complaints received by the Government in this regard and the action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) to (d) The smelter of Bharat Aluminium Company Ltd. (BALCO) at Korba is based on the process know-how of the late sixties and is faced with problems of low productivity, higher consumption, of inputs resulting in higher production costs. An Enquiry Committee was constituted by the Ministry of Mines to look into the award of contract for modernisation of BALCO's smelter at Korba. The Committee submitted its Report on 3.12.1996. The Report reveals that the guidelines given in the tender notice were not specific enough as the tender noticed did not contain specific details of work, the exact scope of work, etc. In view of the serious lapses pointed out in the report, the matter was referred to the CBI on 13.6.1997 for detailed investigations and to fix responsibility.

[English]

Survey for Pune-Nasik Railway Line

324. SHRI ASHOK NAMDEORAO MOHOL :

SHRI MADHAV RAO PATIL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the survey for construction of Pune-Nasik Railway line has been conducted during 1995-98;

(b) if so, the details thereof;

(c) whether the construction work has been started;

(d) if so, the present position of the work;

(e) if not, the reasons for delay in starting the construction work; and

(f) the time by which construction work is likely to be started ?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) to (f) A survey for a new BG line between Pune and Nashik (212 kms.) has been taken up. Further consideration of the project will be possible once the results of the survey become available.

Aeroplanes/Helicopters Crashed

325. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of aeroplanes/helicopters crashed during the last three years;

(b) the number of passengers killed and injured in each case alongwith the reasons of each accident;

(c) the number of accidents pertaining to which report of the Inquiry Committee has not yet been submitted alongwith the reasons thereof; and

(d) the time by which the pending inquiries are likely to be completed and submitted to the Government ?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) During the last three years from 1995 to 1998 till date there have been 15 accidents of Indian Civil registered aeroplanes/helicopters.

(b) Accident-wise details of fatalities, injuries and causes are given in the attached statement.

(c) and (d) Investigation reports in respect of three accidents which are under investigation will be completed shortly.

Statement

Accidents During the year 1995

Sl. No.	Date	Aircraft	Operator	Fatalities	Probable cause of Accident
1	2	3	4	5	6
1.	1.3.95	Hiller Helicopter	Mesco Airlines	1	Police Hawildar Md. Irdus due to his ignorance and under adverse circumstances had innocently moved into the rotating tail rotor disc while he was on duty to barricade the Helipad.
2.	19.3.95	Cessna 152	Udan Academy Indore	Nil	The cause of accident is attributed to engine stoppage in flight, as a result of fuel starvation due to inadequate fuel on board for planned flight.
3.	1.7.95	F-27	East West Airlines	Nil	The Investigation Report is under consideration.
4.	24.8.95	Pushpak	Coimbatore	2	The accident occurred due to stalling of the aircraft when the pilot attempted to clear obstacle in the flight path during forced landing after inflight stoppage of the engine.
5.	2.12.95	B-737	Indian Airlines	Nil	The accident was caused interalia by the injudicious and imprudent decision of the Pilot-in-command to hastily complete the flight in the inadequate time available before the notified closure of Delhi airport for a VVIP flight.

Accidents During the Year 1996

1.	10.5.96	Cessna 152	Orient Flight Schook, Madras	Nil	The accident occurred due to unauthorised low flying by the trainee pilot.
2.	18.5.96	L-410	Archana Airways	Nil	The accident was caused due to late touchdown at higher aircraft touchdown speed.