

1	2	3	4	5	6	7
4.	Aurangabad	Strengthening of Runway	4.90	3.54	6/98	95%
5.	Mumbai	Construction of Taxi track parller to main Runway (Phase-III)	3.26	0.30	12/99	4%
		Construction of new Internal Terminal Complex (Phase-III)	142.32	94.36	8/98	70%
		Replacement of old conveyor baggage system	10.33	5.68	12/99	50%

Losses suffered by Domestic Airlines in N.E. Region

*129. SHRI K.S.RAO : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the domestic airlines operating in the North Eastern Region have been suffering operational losses and have demanded grant of subsidy to cover these losses; and

(b) if so, the time by which a final decision is likely to be taken on their demands?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) Yes, Sir. There is a proposal for grant of outright subsidy under consideration of the Government.

Procurement of Gadgets for Army in Kashmir

*130. PROF. AJIT KUMAR MEHTA :
SHRI MOHAN SINGH :

Will the Minister of DEFENCE be pleased to state:

(a) whether the anti-insurgency gadgets required by the army to fight terrorism in Kashmir, North East and other parts of the country, including bullet proof jackets, have been in short supply and requests for procurement have been pending for years together;

(b) if so, the reasons for delay in procuring such gadgets; and

(c) the steps taken to ensure regular and adequate supplies of these gadgets to the army and other security personnels engaged in such anti-terrorist operations?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) to (c) Anti-insurgency gadgets are made available to the troops on continuing basis depending upon the requirements. Similarly, other items like bullet proof jackets are also procured on a continuing basis. Procurement of such gadgets and equipment is made on priority basis and as per the Defence Procurement Procedure.

Profits earned by Indian Airlines

*131. DR. LAXMINARAYAN PANDEY : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned, 'IA board's profits charter hits another air pocket' appearing in the Times of India, New Delhi dated March 18, 1998;

(b) if so, the facts thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) Yes, Sir. This item relates to creation of profit centres for divisions like cargo, ground support, auxiliary power unit etc.

(c) Creation of profit centres for certain activities is an integral part of the turn-around strategy to make them more focussed, flexible and accountable. A number of profit centres are already existing in Indian Airlines.

[Translation]

Doubling and Electrification of Railway Routes

*132. SHRI ADITYANATH :
SHRI PRABHASH CHANDRA TIWARI :

Will the Minister of RAILWAYS be pleased to state:

(a) The details of the Railway routes doubled and electrified during the last three years, State/Zone-wise;

(b) the expenditure incurred thereon, project-wise;

(c) the details of the Railway routes to be doubled/ electrified during the Ninth Five Year Plan, State/Zone-wise; and

(d) the total expenditure likely to be incurred thereon, project-wise?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) :
(a) and (b) The details are as under : -

(i) DOUBLINGS

S.No.	Name of Section	Km.	Expenditure incurred (Rs. in Crs.)	Zone	State
1	2	3	4	5	6
1.	Diva-Panvel	20	49.83	CR	Maharashtra
2.	Guma-Ashoknagar-Habra (Duttapukur-Habra)	10	16.76	ER	W. Bengal
3.	Sahibganj-New Farraka-Maldatown (Part)	21	59.35	ER	W. Bengal
4.	Jhaptardal-Guskara (Part)	5	8.65	ER	W. Bengal
5.	Sonenagar-Mughal Sarai (Part)	53	161.50	ER	Bihar
6.	Bithura-Bareilly (Rampur-Bareilly)	19	42.73	NR	Uttar Pradesh
7.	Aluabari-Kishanganj and New Jalpaiguri-Ambari-Falakata	32	48.77	NF	W. Bengal
8.	Shoranur-Mangalore (Part)	21	49.92	SR	Kerala
9.	Whitefield-Malur (Whitefield-Kuppam)	20	32.77	SR	Karnataka
10.	Karunagapalli-Quilon (Kayankulum-Quilon)	28	53.17	SR	Kerala
11.	Talcher-Hindol Road	32	57.57	SE	Orissa
12.	Dhencanal - Hindol (Joranda-Hindol Road)	20.5	30.61	SE	Orissa
13.	Akaltara-Bilaspur	34	27.09	SE	Madhya Pradesh
14.	Rayagada-Ladda (Ambodala-Bissomcuttack & Theruvali-Gumada)	8	89.20	SE	Orissa
15.	Gumada-Bobilli	38	36.39	SE	Andhra Pradesh
16.	Bobilli-Gajapatnagar	32	31.88	SE	Andhra Pradesh
17.	Saragbundia-Urga (Korba-Saragbundia)	6	12.43	SE	Madhya Pradesh
18.	Akaltara-Naila (Akaltara-Champa)	16	39.58	SE	-do-
19.	Urkura-Raipur (Urkura-Raipur-Sarona)	6	14.88	SE	-do-
20.	Gajapatnagar-Vijayanagar	22	32.98	SE	Andhra Pradesh
21.	Bairagarh-Bakanian Bhaunri-Phanda	16	16.15	WR	Madhya Pradesh
22.	Anas Bridge (Three Single line stretches)	1	12.64	WR	Madhya Pradesh Gujarat
23.	Pirumrod-Bercha	12	7.79	WR	Madhya Pradesh

(ii) RAILWAY ELECTRIFICATION

S. No.	Name of the Section/Project	Route Kms	Expenditure upto March, 98 (Rs. in Crore)	Zone	State
1	2	3	4	5	6
1.	Tori-Patratu (Part of Sonnagar-Patratu)	65	170.21	ER	Bihar
2.	Chittranjan-Jasidih-Nargungoo and JhajhaKiul (Part of Sitarampur-Mughalsarai)	187	203.80	ER	Bihar

1	2	3	4	5	6
3.	Karnal-Ambala-Ludhiana (Part of Delhi-Ambala-Ludhiana)	192	199.56	NR	Haryana Punjab
4.	Erode-Palghat-Punkunnam (Part of Erode-Ernakulam)	238	127.62	SR	Tamil Nadu Karala
5.	Mustabada-Visakhapatnam and Simhachalam- Kottavalasa (Part of Vijaywada-Visakhapatnam)	371	230.47	SCR	A.P.
6.	Jamadoba-Mohuda	22	8.43	SER	Bihar
7.	Gumia-Patratu	72	32.76	ER	Bihar
8.	Chandil-Muri-Barkakana	126	31.52	SER	Bihar W.B.
9.	Ambala-Saharanpur (Part of Ambala-Moradabad)	79	45.68	NR	Haryana U.P.
10.	Bondamunda-Bimlagarh-Barsuan and Bimlagarh-Rangra and Bokaro-Radhagaon (Part of Bokaro-Barsuan)	93	150.59	SER	Bihar Orissa
11.	Adra-Bankura-Bheduasol (Part of Adra-Midnapur)	60	43.25	SER	W.B.
12.	Kottavalasa-Alamanda (Part of Bhubneswar-Kottavalasa)	21	18.00	SER	Orissa
13.	Bandel-Katwa	105	41.56	ER	W.B.

(c) and (d) (i) **DOUBLING**

The routes to be doubled in the 9th Plan have not yet been fully identified. The sections targetted for completion in 1998-99 are as under :-

S. No.	Name of Section	Km.	Anticipated Cost (Rs. in Crs.)	Zone	State
1	2	3	4	5	6
1.	Diva-Vasai (Part)	17	91.31	CR	Maharashtra
2.	Hetampur-Gher	7	42.16	CR	Madhya Pradesh
3.	Sevagram-Chitoda (Part)	4	4.55	CR	Maharashtra
4.	Khana-Sainthia (Phase-I) (Part) (Khana-Jhaptardal)	5.5	12.27	ER	W. Bengal
5.	Jhaptardal-Guskara (Part)	9.81	11.46	ER	-do-
6.	Guskara-Bolpur (Part)	6.5	24.14	ER	-do-
7.	Patna-Parsabazar	7.5	7.00	ER	Bihar
8.	Sahibganj-New Farakka Malda (Part)	15.8	62.35	ER	W. Bengal
9.	Chandanpur-Gurup (Part)	6	23.82	ER	-do-
10.	Dheri-on-sone-Mugal-Sarai (Part)	30	248.00	ER	Bihar
11.	Ghaziabad-Hapur (Part)	7	37.68	NR	Uttar Pradesh

1	2	3	4	5	6
12.	Kishanganj-Dalkhola (Part)	17	43.73	NF	W. Bengal
13.	Kuttipuram-Calicut-Mangalore (Part)	21	552.30	SR	Kerala
14.	Quilon-Trivandrum (Part)	10	95.77	SR	-do-
15.	Malur-Bangarpet	27	105.00	SR	Karnataka
16.	Rajatgarh-Nergundi (Part)	24	60.00	SR	Orissa
17.	Raghunathpur-Rahama	29	53.36	SE	Orissa
18.	Saragbundia-Korba (Part)	10	27.59	SE	Madhya Pradesh
19.	Saragbundia-Champa	18	39.74	SE	Madhya Pradesh
20.	Naila-Champa	1	39.40	SE	-do-
21.	Kota-Gurla Chambal Bridge.		11.68	SE	Rajasthan

(ii) RAILWAY ELECTRIFICATION

The details of railway route to be electrified during the Ninth Five Year Plan, Zonewise and total expenditure is likely to be incurred thereon Project-wise are as under :-

S. No.	Name of the Section/Project	Route Kms	Expenditure likely to be incurred in IX Plan (Rs. in crores)	Zone	State
1	2	3	4	5	6
1.	Jasidih-Mughalsarai (Part of Sitarampur-Mughalsarai)	451	160.28	ER	U.P. Bihar & W.B.
2.	Ramgarh halt-Latinda-Tiruldih (Part of Chandil-Muri-Barkakana)	82	32.99	S.E.R.	Bihar W.B.
3.	Danea-Gumia (Part of Gumia-Patratu)	18	3.00	ER	Bihar
4.	Jagadhari Workshop-Saharanpur (Part of Ambala-Moradabad)	46	21.89	N.R.	Haryana U.P.
5.	Bokaro-Barsuan and Kiriburu incl. Purulia-Kotshila	403	107.55	SER	Bihar Orissa & W.B.
6.	Khagrapur-Bhubaneswar	540	293.66	SER	W.B. Orissa
7.	Bhubneswar-Kottavalasa	426	292.27	SER	Orissa A.P.
8.	Simhachalam-Kottavalasa (Part of Vijayawada-Visakhapatnam)	17	12.11	SER	A.P.
9.	Adra-Midnapur	155	77.17	SER	W.B.
10.	Shoranur-Ernakulam (Part of Erode-Ernamulam)	107	56.16	SR	T.N. Kerala
11.	Jalgaon-Udhna	306	138.12	W.R.	Maharashtra Gujarat
12.	Kusunda-Jamunia Tand	23	13.61	ER	Bihar

1	2	3	4	5	6
13.	Ambala-Kalka and Sirhind-Nangaldam (Part of Delhi-Ambala-Ludhiana)	189	107.92	NR	Haryana Punjab
14.	Kanpur-Lucknow	74	49.38	NR	U.P.
15.	Ludhiana-Amritsar	136	97.79	NR	Punjab

[English]

Strengthening of Security Measures

*133. SHRIMATI BHAVNA DEVRAJ BHAI CHIKHALIA:
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government are planning to set up aviation security force to strengthen the security measures particularly at international airport at Delhi;

(b) if so, whether it is likely to be extended to other international airports; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) The proposal to set up an exclusive security organisation to guard some of the airports is under consideration of the Government.

[Translation]

Hike in Freight Charges

*134. PROF. PREM SINGH CHANDUMAJRA :
SHRI CHINTA MOHAN :

Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a sharp hike in the railway freight during the last three years;

(b) if so, the details thereof and the reasons therefor;

(c) whether the railways share in the total freight traffic has come down drastically during the past years due to the sharp hike in freight charges levied by the railways; and

(d) if so, the remedial steps being taken in this regard?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR):
(a) and (b) During last three years general increases in freight rates have been effected as under:-

1995-96	7% with effect from 1.4.1995
1996-97	10% with effect from 1.8.1996
1997-98	12% with effect from 1.4.1997. The classification of following commodities was also revised with effect from 15.10.1997

Coal, Chemical manures Div 'A', 'B', 'C', Grains and Pulses (Div 'A' & 'B'), Sugar, Oils Div 'E' (Edible), Hydrogenated Oils, Oils, Vegetable Refined Div 'B', Fruits, fresh, NOC & Vegetables, NOC, Potatoes, Potatoes sweet & Onions, Urea, Organic Manures, NOC, Fodder (other than oil cakes), Oil Seeds, Kerosene oil, NOC, Liquefied Petroleum Gas and Livestock.

The above percentage increases were not effect in respect of certain essential commodities like sugar, salt, fertilisers, kerosene, & L.P.G. etc.

Adjustment in the tariff rates of freight traffic became necessary during these year to meet the increase in input cost and also generate internal resources for financing railway projects.

(c) and (d) The share of Railways in the total freight transportation in the country is estimate by the Planning Commission. On the basis of the figures available, it is seen that the share of rail transport has progressively declined from 89% in 1951 to 40% approximately in 1996. One of the reasons for this decline could be the high freight rates for certain commodities.

The following remedial measures have been taken to increase the rail share:-

- (i) Reduction in classification of iron & steel, gypsum (lumps and powder), limestone and dolomite.
- (ii) Revision in taper of cement, coal and iron and steel, to provide relief to long distance traffic.
- (iii) No across the board increase in freight charges has been proposed for the year 1998-99.
- (iv) Reduced station to station rates for specific commodities are also given in deserving cases.
- (v) Container Corporation of India has created a separate Domestic division to make a major attempt to get less than train load non-bulk traffic from road to rail by using the multi-modal containerisation route.