

Izatnagar for welfare of children of railway employees

SHRI SATYA PAL MALIK:

7. Modernisation and improvement in Izatnagar Railway Hospital.
8. Opening of primary Health Unit at Sahmatganj Railway Station
9. Encouragement in sports activities at Izatnagar by increased allocation of funds and keeping members of recognised bodies in Selection Committee for selecting State level sportsmen
10. Stoppage of Inter City and Bhagirathi trains at Manduadih Station

Will the Minister of CIVIL AVIATION be pleased to state

(a) the percentage of inventory of the spare parts with the Indian Airlines and how does it compare with other major Airlines;

(b) whether any of its A-320 planes have been grounded for want of spares;

(c) if so, the details thereof,

(d) whether the airports under the control of the National Airport Authority are lacking basic infrastructural facilities, and

(e) if so, the steps taken by Government to ensure that Indian Airlines has adequate inventory of spare parts and to remove the deficiencies at the airports?

[English]

Inventory of spare parts and infrastructural facilities at Airports

5069 SHRI SHANTILAL PURUSHOTTAMDAS PATEL

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN) (a) The percentage of spare parts inventory in Indian Airlines to fleet cost, aircraft typewise, is as follows -

<i>Aircraft Type</i>	<i>Year of Induction</i>	<i>Percentage</i>
Boeing 737	1970	22.3
Airbus A-300	1976	18.0
Airbus A-320	1989	07.00

Information regarding inventory ratios of other airlines is not maintained by Indian Airlines. However, inventory ratios for different types of aircraft maintained by Indian Airlines are well within the norms laid down by the International Air Transport Association.

No VT-EPF and VT-EPG were grounded by Indian Airlines for want of spares.

(d) and (e) As regards adequate inventory of spare parts with Indian Airlines, the quantity of spares has since considerably increased and is considered adequate for maintenance of the present fleet. The inventory is continuously reviewed and wherever

(b) and (c) Two Airbus A-320 aircraft

necessary orders are placed for increasing the spares.

Upgradation of ground facilities at the airports is a continuous process involving substantial capital investment.

[*Translation*]

Dulhasti and Uri Hydel Power Projects

5070. SHRI BRIJ BHUSHAN TIWARI: Will the Minister of ENERGY be pleased to state:

(a) whether Government have received any complaints about payment of kick backs in finalising the contracts for the execution of Dulhasti and Uri Hydel Power Projects;

(b) if so, whether Government propose to appoint a specialist committee to get these agreements reviewed; and

(c) if so, the time by which the review is likely to be completed?

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

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

[*English*]

Increase in rates of Electricity in Delhi

5071. SHRI HARI SHANKAR MAHALE: Will the Minister of ENERGY be pleased to state:

(a) whether there is any proposal to increase the electricity rates in Delhi;

(b) if so, the details in this regard;

(c) the reasons for this increase; and

(d) the loss incurred every year due to the theft of electricity and writing off the outstanding amount which could not be recovered, separately?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). Due to the all round increase in the cost of inputs, present cost of generation & purchase of electricity by DESU is substantially more than the average realisation. It is, therefore, necessary that the DESU may, with the approval of Delhi Electric Supply Committee and Municipal Corporation of Delhi consider rationalisation of the power tariff in Delhi, so as to ensure financial viability of DESU and consequent proper supply of electricity in the National Capital. So far no decision to rationalise the electricity rates has been taken by the aforementioned authorities.

(d) It is not possible to segregate the losses on account of theft of electricity from the total transmission and distribution losses. However, as a result of the various measures taken by DESU, including vigorous action against theft of power and recovery of outstanding dues, the T & D losses have been brought down from 24.07% in 1988-89 to about 19% in 1989-90. The outstanding dues recoverable against the consumers and various organisations are shown as arrears in the accounts of DESU.

Speeding up of Pashchim Express

5072. SHRI SOMJIBHAI DAMOR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a difference of one & half hours in up and down wards journeys of Pashchim Express train between New Delhi and Dahod;

(b) if so, the reasons therefor; and