

<i>Train Number and Name</i>	<i>II Class</i>
2921 UP Jaipur-Agra Fort Super Fast Express	5 seats
2922 Dn Jaipur-Agra Fort Super Fast Express	5 seats
9705 Up Agra Fort-Ahmedabad Express	2 berths
9615 Up Chetak Express	2 berths

(b) Yes, Sir.

(c) The following additional/fresh quotas are being allotted at Bandikui from 01/04/1990.

(i) 2 II Class Sleeper berths by 9705 Up Agra Fort-Ahmedabad Express in Agra Fort-Ajmer coach.

(ii) 4 II Class seats by 9706 Dn Agra Fort-Ahmedabad Express in Ajmer-Agra Fort coach.

(d) Does not arise.

#### **Rail Link to Kotputli**

186. SHRI NATHU SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Kotputli in Rajasthan has not been linked with a railway line;

(b) if so, the reasons therefor and whether Government propose to provide rail-link there; and

(c) if so, when?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c). No specific transportation requirement necessitating provision of a railway line has come to notice so far.

#### **Production of Cement**

187. SHRI BALESHWAR YADAV: Will the Minister of INDUSTRY be pleased to state:

(a) the production of cement during the year 1988-89 as compared to the previous years;

(b) whether Government propose to take any special measures to further step up the production of cement; and

(c) if so, the outlines thereof and if not, how Government propose to meet the increasing demand of cement in the country?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) The production of cement during 1988-89 was 44.2 million tonnes as against 39.5 million tonnes during 1987-88, and 36.5 million tonnes during 1986-87.

(b) and (c). The following steps have been taken by Government to boost the production of cement:—

(i) The production of cement is closely monitored by the Office of the Development Commissioner for Cement Industry. The DCCI renders assistance to the Cement Industry for making available various inputs like coal, power and wagons by taking up the matter with the concerned authorities, namely, the State Electricity Boards, Ministry of Railways, Department of Coal, Coal

Organisations, etc.

(ii) The industry is encouraged to undertake schemes for productivity enhancement, upgradation of technology, installation of energy conservation equipments, modernisation and rehabilitation. Import of technology and capital goods is permitted where necessary, for this purpose.

(iii) The cement industry has been advised to install sufficient captive power generating capacity. Import of diesel generating sets not indigenously available is permitted for this purpose.

(iv) With effect from 1.3.1989, price and distribution controls have been removed. It is expected that with this measure the growth of cement industry would be accelerated.

(v) Rebate in central excise duties are allowed to newer units. The excise duty on cement manufactured by Mini Cement Plants with certain specified capacities has been reduced by Rs. 100/- per tonne from the general effective rate.

[English]

**News item captioned "IA threatened by pilot's exodus"**

188. SHRI V. SREENIVASA PRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the attention of Government has been drawn to the newsitem captioned "IA threatened by pilots' exodus" appearing in the Statesman dated 22 January, 1990;

(b) if so, whether a large number of trained pilots have either left or are leaving the service of the Indian Airlines;

(c) if so, the reasons therefor;

(d) whether Government are now facing acute shortage of trained pilots; and

(e) if so, the steps proposed to be taken to solve this crisis?

THE MINISTER OF ENERGY AND

MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Since 1988 and till date, 39 pilots of Indian Airlines have resigned. Resignations of 3 pilots have been accepted and 2 pilots have been dismissed. 5 pilots have withdrawn their resignations. The resignations of the remaining 29 pilots have not been accepted.

(c) The pilots have left the Airlines mostly on personal grounds.

(d) and (e). Pilot exodus is a problem faced by Indian Airlines and is receiving its constant attention.

**Controversy over Decoding of Black Box**

189. SHRI M.V. CHANDRA SHEKARA MURTHY: SHRI P.M. SAYEED:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the attention of Government has been drawn to the news-item captioned "Controversy over decoding of black box" appearing in the Indian Express, New Delhi dated 17 February, 1990;

(b) if so, the reasons for not allowing the representatives of the National Transportation Safety Board (NTSB) at the time of decoding of the black box;

(c) whether the decoding of the cockpit voice recorder (CVR) and digital flight data recorder has been completed; and

(d) if so, the outcome thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) There is no controversy with the NTSB regarding the decoding of the black box. The NTSB is given access to all relevant information.

(c) and (d). The draft CVR transcript and the DFDR data have been made available to the Court of Inquiry which is investigating the cause of the accident.