

Input-Output table covers transportation activity of railways, which can be classified into

- (i) Freight Traffic
- (ii) Passenger Traffic

While passenger traffic can be projected with a reasonable degree of accuracy on the basis of the behavioural trends as observed in the past, such technique would not give accurate results for freight traffic projections. This is because the production targets of principal commodities and their transportation needs are intimately connected with the development strategy adopted in the Plan. In order to obtain independent estimate for the freight component (which is not available in the earlier approach) and to supplement the Input-Output approach, the material balance approach is used.

This approach takes into account the special aspects of production and consumption pattern which primarily determine the need or otherwise for transport.

The materials approach to railways freight traffic planning identifies, specifically, transportation needs of the following commodities:-

- Foodgrains
- Coal
- Iron Ore
- Steel Plant raw materials
- Steel
- Cement
- Fertilizer
- Petroleum Products.

These commodities account for bulk of the originating tonnage for railways.

For estimating tonnage to be carried out by railways rail transport coefficients are used. This coefficient is defined as the ratio (Percent) of the movement of the tonnage of a commodity moved by rail to the total tonnage of the commodities moved by all means of transport. Rail Transport Coefficients for the above mentioned commodities are available in the form of a time series based on the annuals in the past. Except for

abnormal years the commodity wise coefficients have exhibited a reasonable degree of stability.

Projections of rail transport coefficients in the future taken into consideration the locational influence of demand and supply centres of commodity e.g. location of fertilizer and Super Thermal Power Station at a coal pit head sites. In-built into the locational consideration is the economic lead for transportation of a commodity by rail transport.

Coal coefficients decline with coastal shipping of coal and pit head location of Super Thermal Stations. Wider dispersal of cement production and consumption bringing a number of consumption and production centres within lead distance increases road transport and lower rail transport coefficients; with production tending to match the consumption patterns on a regional basis there is a declining trend in rail transport coefficient for foodgrains. These factors are duly accounted for while projecting rail transport coefficients.

Input-Output Model estimates the demand for all other transport which include road transport. No separate estimate is provided for road transport needs.

#### **Maintenance of Aircraft of Indian Airlines**

1460. PROF. MADHU DANDAVATE:  
SHRI H.M. PATEL:  
SHRI UTTAM RATHOD:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the attention of Government have been drawn to the report in the Indian Express (Delhi Edition) of October 27, 1988 under the caption 'Maintenance, IA Style'

(b) if so, whether as mentioned in this report with concrete documents, evidence, it has become a practice with the Indian Airlines maintenance engineers in charge to sign blank fitness and airworthiness forms without supervising the work on the aircraft

(c) whether the C.K.S. Raje Committee which investigated the technical snag in VVIP Air India aircraft in 1986 had made similar allegations;

(d) if so, whether these lapses on the part of maintenance engineers in Indian Airlines and Air India endanger the safety of the aircrafts; and

(e) if so, what steps are taken to ensure safety of aircrafts?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Yes, Sir.

(b) No, Sir.

(c) No, Sir.

(d) and (e). Do not arise.

#### **Pilots in Indian Airlines/Vayudoot**

1461. PROF. MADHU DANDAVATE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are seized of the increased air accidents involving Indian Airlines and Vayudoot;

(b) if so, the number of pilots and other flight crew involved in the accidents during the past one year who had qualified during 1986 or later; and

(c) whether Government are aware of the possibility of falling standards in the flight crew in view of the reports that even those conducting the qualifying tests are themselves not adequately qualified as stipulated by the U.P.S.C.?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Yes, Sir.

(b) and (c). During the past one year seven pilots of Indian Airlines and five of Vayudoot were involved in accidents. There has been no laxity in the standards of assessment of aeronautical knowledge of the pilots. Effort is continuously made for improvement in the standards of examinations.

#### **Bride Burning Cases in Tamil Nadu**

1462. SHRI P.R.S. VENKATESAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the incidence of bride burning have increased in Tamil Nadu particularly in Madras;

(b) the number of incidents of bride burning reported during the last one year in Tamil Nadu;

(c) whether Government propose to take some fresh measures in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM):

(a) and (b). A statement showing the dowry death cases registered in Tamil Nadu during the year 1986, 1987 & 1988 (upto August) is given below. Five cases of dowry suicides by burning were registered in Madras during 1987.

(c) and (d). The Dowry Prohibition Act, 1961 was amended in 1984 and 1986 to make the law more stringent. The Indian Penal Code, the Criminal Procedure Code, 1973 and the Indian Evidence Act, 1872 have also been amended to deal effectively with dowry death cases.