

capacity of all the North South lines including the Konkan Railway. Further efforts are being made to get additional traffic as under :

- (i) Iron ore from Bellary/Hospet with 35% distance inflation which can give 2 rakes per day to Roha, earning Rs. 25 crs., for which M/s Nippon and Vikram Ispat are being approached to agree.
  - (ii) Developing POL traffic from HPCL - MRPL - Thokur to North.
  - (iii) 'Roll on - Roll of' traffic has been introduced recently which is proving to be popular.
- (e) Yes, Sir.

(f) and (g) As per the projection of the revenues and expenditure for the year 1998-99, it is stated that the Corporation is by and large likely to meet with the operating expenditure from the earnings generated. Thus the Corporation will not suffer any major operating losses. However, due to financing cost on market borrowing, which is approx. around Rs. 300 crores per year and depreciation of around Rs. 60 crores, the Corporation is likely to incur an over all loss of about Rs. 360 crores at the end of the financial year. The main reason for the loss is the burden of interest and the fact that goods traffic is yet to build up on this line which is mainly because the industries along the line have not kept pace with the commissioning of the Railway line.

(h) The following steps have been taken :-

- (i) Strengthen Konkan Railway in offering customers friendly services to wean away traffic from other modes.
- (ii) Launch new products - Konkan Star Services (a high class Super Fast Express).
- (iii) Iron ore from Bellary/Hospet with 35% distance inflation can give 2 rakes per day to Roha area, if both Nippon and Vikram Ispat agree.
- (iv) Developing POL traffic from HPCL-MRPL Thokur to North.

[English]

*Railways*

**Upgradation of Technology for Diesel Loco**

\*351. SHRI MADAN PATIL :  
SHRI K. YERRANNAIDU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Electric Loco is costlier than Diesel Loco;

(b) if so, the details thereof;

(c) the amount of loss suffered by the Indian Railways during 1998-99 as on date on account of electric locos;

(d) the steps taken by the Government to make the railways more commercially viable by running trains with diesel engines;

(e) whether the Government propose to upgrade ALCO (US) technology of diesel loco;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF RAILWAYS AND MINISTER OF SURFACE TRANSPORT (SHRI NITISH KUMAR) :

(a) and (b) The cost of diesel and electric locos is as given below.

	Passenger	Freight
Diesel	Rs. 2.64 cr. (2300 HP)	Rs. 3.11 cr. (3100 HP)
Electric	Rs. 3.17 cr. (5000 HP)	Rs. 3.32 cr. (5000HP)

(c) In the overall economics in choosing traction, cost of loco is not the only parameter. Other parameters like, cost of energy, repair and maintenance, productivity of locomotives, operating expenses etc. come into play. Taking all these factors into consideration, Indian Railways have suffered no loss.

(d) In view of (c) above no such steps are considered necessary.

(e) to (g) A proposal for upgradation of ALCO design locomotives through global tender is under consideration. A decision shall be taken in due course on the basis of economic viability and operational benefits.

16-18

*Strike/ Lock Out*

**Air Traffic Controllers Strike**

\*352. SHRI SUSHIL KUMAR SHINDE :  
SHRI MADHAVRAO SCINDIA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government's attention has been drawn to the News item captioned "Flight schedules go haywire" appearing in the Times of India, dated February 13, 1999;

(b) if so, for how long the go-slow and other agitations by the Air Traffic Controllers, lasted indicating the number and details of delays that have

taken place in take off and landing on this account and the steps taken to resolve the issue;

(c) whether the Government have probed into the reasons due to which all the airlines, public as well as private have gone deep into the red and most of the private sector airlines which entered the Indian skies under the open skies policy have either closed down or are on the brink of closure;

(d) if so, the details thereof; and

(e) the steps taken or proposed to be taken to save them?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF TOURISM (SHRI ANANTH KUMAR) :  
(a) Yes, Sir.

(b) Air Traffic Controllers have resorted to "Go slow" and "Work-to-Rule" agitation from 1.2.1999 which resulted in disruption of flights till 18.2.1999. A total of 361 flight delays and 6 cancellations in respect of Indian Airlines, 1076 flights delays in respect of Jet Airways, 438 flight delays in respect of Sahara Airlines and 608 flight delays in respect of Air India were reported. To deal with the situation, a Contingency Plan was prepared by the Airports Authority of Indian or (AAI). A notification under ESMA (Essential Services Maintenance Act) has been issued by the Government of National Capital Territory of Delhi on 15.2.1999 declaring air traffic services as essential services. A notification has also been issued for conferring on certain Central Government officers the power of arrest, investigation and prosecution under the Suppression of Unlawful Acts Against Safety of Civil Aviation Act. Air Traffic Controllers Guild has given an assurance to Delhi High Court on 19.2.1999 that there shall be no disruption of flight schedules. AAI has also taken strict disciplinary action by dismissing six delinquent air traffic controllers.

(c) to (e) Yes Sir, Government of India had Constituted a Committee under the Chairmanship of Shri P.K. Brahma, Joint Secretary & Financial Adviser, Ministry of Civil Aviation in June, 1997 to examine and make recommendations on the reasons for sickness in the private domestic airline industry. The Committee made a thorough examination of all factors which have been responsible for causing sickness in the aviation industry and came to the following conclusions-

- (a) Financial Mismanagement.
- (b) Lack of aviation experience and professionalism.
- (c) Lack of Infrastructural facilities for maintenance and repairs of aircraft.
- (d) Scarcity of trained human resources particularly pilots and engineers.

(e) Non-availability of finances to stimulate growth.

The Committee made several recommendations covering entry, growth and orderly development of the airline industry. The report of the Committee is under consideration of the government.

18-23

#### Electrification of Railway Lines

\*353. SHRI TATHAGATA SATPATHY :  
DR. SUSHIL INDORA :

Will the Minister of RAILWAYS be pleased to state :

(a) the railway lines electrified during the 1996-97, 1997-98 and 1998-99, Zone/State-wise;

(b) the expenditure incurred thereon during each year, Zone/State-wise;

(c) whether the estimate of quantum of electricity required to operate trains on these rail lines has been made;

(d) if so, the details thereof and the sources through which it is proposed to be obtained;

(e) the details of on-going electrification projects alongwith their estimated cost and time by which these are likely to be completed;

(f) the details of railway lines proposed for electrification during the remaining period of the Ninth Five Year, Zone/State-wise; and

(g) the estimated expenditure likely to incurred thereon?

THE MINISTER OF RAILWAYS AND MINISTER OF SURFACE TRANSPORT (SHRI NITISH KUMAR) :

(a) Since Indian Railways are divided into different Zones, the information is maintained Zone-wise. The details of the railway lines electrified during the year 96-97, 97-98 and 98-99 Zone-wise are as under :-

Zone/Section	Route Kilometre	States covered
1	2	3

Year 1996-97 :

#### Eastern Railway

Tori-Patratu-Danea 119 Bihar

Jamtara-Madhupur-Jasidih-  
Baidyanath Dham 77 Bihar