

Railway Protection Special Force during January to October, 1997.

(b) and (c) The selected candidates are sent for training only after receipt of satisfactory Medical Reports and Police Verification Reports and antecedents in their favour subject to availability of capacity in training school. In this case, Police verification reports have been received in parts. These reports in respect of majority of the selected candidates have now been received and accordingly, Call letters have been issued for their initial training. Police Verification Reports for the remaining selected candidates are being got on priority from Police department.

(d) The initial training of the candidates selected from Jammu and Kashmir is scheduled to commence in the first week of May, 1999.

#### **Accident of Boeing 747-400 at Frankfurt Airport**

589. SHRI PRITHVIRAJ D. CHAVAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Air India Boeing 747-400 was involved in an accident at the Frankfurt airport;

(b) if so, the details thereof;

(c) the likely loss to the Air India;

(d) whether it will be recovered from the insurance company; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF TOURISM (SHRI ANANTH KUMAR) : (a) Air India Boeing 747-400 aircraft VT-EVA was involved in an incident on 20.1.1999 while landing at Frankfurt Airport.

(b) The incident is under investigation.

(c) The likely loss to Air India is Rs. 127.82 lakh as repair cost and Rs. 14.21 lakh as costs for movement of manpower and material.

(d) No, Sir.

(e) Does not arise.

#### **FOG Bound Tracks**

590. DR. T. SUBBARAMI REDDY :  
SHRI K.L. SHARMA :  
SHRI RAVI SITARAM NAIK :

Will the Minister of RAILWAYS be pleased to state:

(a) whether International Union of Railways has decided to instal special device on Indian trains and Cab Signalling System to enable it to run with ease even in foggy weather;

(b) if so, the details thereof;

(c) whether in December, 1998 Railways signed a memorandum of understanding with the International Railways under which they would install the equipment on trail basis on selected routes; and

(d) if so, by what time the special device on Indian trains will be installed and the total expenditure to be incurred?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) It is proposed to undertake a pilot project of radio based European Train Control System (ETCS)-Level 2 on Delhi-Mathura section in coordination with UIC (International Union of Railways, Paris). There is no proposal to install CAB Signalling System on Indian Railways at present.

(b) From the station interlocking, the conditions about signal aspects are acquired and then processed for its transmission via radio to locomotive. Signal aspect conditions of auto signals, intermediate block signals and interlocked gates can be brought to a central place in a station on signalling cable allowing scanning of signal aspects. Where more than one cabin is used for interlocking at station, signal aspects can also be brought to one cabin by cable and then further transmitted via radio. Aspects of signals of adjacent stations can also be made available.

(c) No Memorandum of Understanding has been signed in this regard.

(d) Timeframe for the trial ETCS level 2 is being worked out in consultation with UIC, Paris. It is estimated to cost about Rs. 49 Crore.