

The accident has been enquired into by the Commissioner of Railway Safety, Northern Circle, who has concluded that the accident was caused by unidentified passenger of mini bus who had snatched keys from the Gateman by force and opened one end of the gate in the face of approaching train. As a result of this accident, five occupants of the mini bus died on the spot.

(c) The number of accidents at manned and unmanned level crossings and number of human lives lost in these accidents during the last three years in the country are as under :

Year	Manned Level Crossings		Unmanned Level Crossings	
	No. of accidents	No. of persons killed	No. of accidents	No. of persons killed
1993-94	12	22	54	146
1994-95	19	52	54	147
1995-96	16	28	52	117

(d) Some of the steps taken by the Railways to prevent accidents at level crossings are as under :

- (i) Speed breakers/rumble strips have been provided on the road approaches to unmanned level crossings so that the road vehicles may reduce their speed.
- (ii) Errant Railway Staff liable for causing accidents at manned level crossings are taken up under Discipline and Appeal Rules and are punished.
- (iii) Accidents at unmanned level crossings occur due to the negligence of road users who cross the level crossing without observing the precautions stipulated in Section 131 of the Motor Vehicles Act. Appeals are issued from time to time to road users to cooperate with the Railway Gatemen and not to intimidate them while performing their duties.
- (iv) Whistle boards are provided alongside the rail track on approach of level crossings to advise the train driver to whistle to warn the road users about the approaching train.
- (v) To educate the road drivers about safety at unmanned level crossings, publicity campaign is launched through various media like quickies on TV, cinema slide, talks on radio and advertisements in newspapers and periodicals.
- (vi) Surprise checks are conducted to ensure alertness of the Gatemen.
- (vii) State Governments are requested from time to time to exercise strict checks while issuing driving licences, especially to drivers of trucks, buses and other heavy traffic vehicles.

Private Airlines Collaboration

1051. SHRI RAMESH CHENNITHALA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the names of Private Airlines which have sought permission to enter into collaborations with Foreign Airlines;

(b) whether any final decision has been taken in this regard; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Out of the seven scheduled private domestic airlines, only M/s Jet Airways has equity of foreign airlines/NRI. Recently M/s. Modiluft Ltd. has been permitted foreign direct investment (FDI) through GDR issue.

The following Companies having permit/NOC to operate air transport service, also have foreign/NRI equity :-

1. M/s. Elbee Airlines (Permit holder for air cargo services);
2. M/s. Bengal Air Services Ltd. (NOC holder for scheduled air services);
3. M/s. Lufthansa Cargo India Ltd. (NOC holder for operating air cargo services);
4. M/s. T.C.G. Aviation Pvt. Ltd. (Application for NOC to operate air cargo services under consideration).

The following companies have submitted proposals for foreign/NRI equity participation to operate domestic air services :-

1. M/s. Tata Industries Ltd.
2. M/s. Ultima Assets & Investment (P) Ltd.
3. M/s. Choice Airlines
4. M/s. Trans India Airlines Pvt. Ltd.
5. M/s. Assured Airways Ltd.
6. M/s. Deccan Airways Ltd.

(b) and (c) The modalities for permitting foreign equity and NRI equity participation in the domestic air transport services sector are under formulation.

Production of Steel

1052. SHRI MAHABIR LAL BISHVAKARMA : Will the Minister of STEEL be pleased to state :

(a) the number of steel plants in the country in which steel is being produced as per installed capacity;

(b) whether the Government propose to modernise Burnpur Steel Plant;

(c) if so, the time by which modernisation work is likely to be started and completed; and

(d) if not the reasons therefor?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) (a) The details of estimated plant wise crude steel production and capacity utilisation upto January 1997, during 1996-97, have been shown in the *statement* attached.

(b) to (d) Indian Iron and Steel Company Limited (IISCO) was referred to BIFR in June, 1994. In August, 1996, SAIL had invited offers for participation in the revival/modernisation of IISCO through a joint venture arrangement with SAIL retaining majority shareholding of 51% in the joint venture company. SAIL had received offers from two parties viz. M/s. Tyazhpromexport (TPE) of Russia and M/s. Mitsui of Japan. M/s. Mitsui have since indicated their unwillingness for equity participation which is an essential requirement for selection of a Joint Venture Partner. Consequently at present there is only one offer available for revival of IISCO. In the meanwhile, SAIL have sought extension of time for a further period of 4 months from the BIFR.

As IISCO has been referred to the BIFR, any scheme to be taken up for modernisation will have to be in accordance with the orders of the BIFR in this regard.

Statement

Estimated Plant-wise crude steel production and capacity utilisation during April, 1996 to January, 1997.

(‘000 Tonnes)

Production	% Capacity Utilisation		
1. Main Producers			
(A) Steel Authority of India Limited.			
(i) Bhilai Steel Plant	3470.7	106.1	
(ii) Durgapur Steel Plant	1009.6	67.3	
(iii) Rourkela Steel Plant	1016.0	78.6	
(iv) Bokaro Steel Plant	3053.9	91.6	
(v) Indian Iron & Steel Company Limited.	292.2	97.4	
(vi) Alloy Steels Plant	206.2	95.2	
(vii) Visvesvaraya Iron and Steel Limited.	75.1	77.6*	
(B) Tata Iron & Steel Co. Ltd.	2583.2	101.6	
(C) Rashtriya Ispat Nigam Ltd.	1831.5	81.4	
2. Secondary Producers			
(i) Electric Arc Furnance Units	3575.1	55.3	
(ii) Induction Furnace Units	2728.7	48.7	

* Annual Plan is taken as capacity for Visvesvaraya Iron and

Gauge Conversion

1053. SHRI SANAT MEHTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government of Gujarat has given consent of sharing of 1/3rd cost of gauge conversion of Dharangadhra-Kuda railway line in Gujarat;

(b) whether Salt Association has also conveyed his consent to bear 1/3rd cost of gauge conversion project; and

(c) if so, the time by which the above conversion work is likely to be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) Yes, Sir, in principle.

(c) In the coming years, subject to availability of resources and finalisation of cost sharing arrangement with Gujarat Government and Salt Association.

Expansion/Upgradation of Telecom System in Kashmir

1054. SHRI GULAM RASOOL KAR : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the funds allocated/utilised for development, expansion and upgradation of telecommunication system in rural/urban areas of Kashmir during the last three years, district-wise;

(b) whether the development of telecommunication in rural areas has been given the top priority and the implementation was very slow due to non-availability of funds and equipments;

(c) if so, the steps proposed to be taken to ensure that projects in hand for rural areas are completed without any further delay in the State; and

(d) the details of projects which are lagging behind the schedule for implementation in the State?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The details in respect of Srinagar SSA are as per *statement-I* District-wise information is not available.

(b) Yes Sir. Though the funds and equipments were available, the development of telecommunications in rural areas has been delayed on account of law and order conditions in Kashmir.

(c) Periodic review of all projects is taken-up at the highest level and all efforts are being made to accomplish the projects.

(d) Details of projects lagging behind schedule in the State are as per *statement-II*.