

1	2	3	4	5
South-Eastern Rly.	491	619	4	1114
Western Rly	308	534	79	921
Total	2387	4313	209	6909

The requirements of locomotives are assessed for the Indian Railways as a whole. The requirement of locomotives to meet increasing passenger and goods traffic in the next five years (1997-2002) would be 900 diesel locomotives and 1050 electric locomotives. Out of these 400 diesel locos and 200 electric locos would be on replacement account and 100 locos each be released by induction of DMUs/MEMUs.

(b) It has been planned to procure 400 diesel locomotives and 200 electric locomotives on replacement account during the IX Plan as the longevity of these locomotives cannot be extended by technological upgradation as these locos are of 1950s/1960s vintage.

(c) The total funds for procurement of diesel and electric locomotives in the IX Five Year Plan has been assessed to be Rs 8,629 crores. The above funds are proposed to be mobilised through internal generation, budgetary support, BOLT (Build, Own Lease and Transfer) scheme and market borrowings by IRFC (Indian Railways Financial Corporation).

(d) Yes Sir.

(e) 33 Nos. (including 3 locos in lieu of spares) three-phase drive state-of-the-art '6,000 HP' A.C. electric locos have been procured from M/s. ABB, Switzerland, under Asian Development Bank (ADB) loan and EXIM Bank, Japan loan along with transfer of technology. It is proposed to upgrade and modernise the loco manufacturing capacity at Chittaranjan Locomotive Works, for manufacture of these types of electric locos. So also 21 Nos. (including 1 loco in lieu of spares) '4,000 HP' state-of-the-art diesel locos are being procured from M/s. General Motors, U.S.A along with transfer of technology. A proposal to upgrade/modernise manufacturing capacity at Diesel Locomotive Works, Varanasi is under examination.

Corruption in Telephone Department

*278. SHRI GEORGE FERNANDES: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government are aware of large-scale corruption prevailing in the telephone department resulting in colossal loss of revenue to the department and large-scale cheating of telephone subscribers and other consumers;

(b) if so, the steps being taken to remedy the situation;

(c) whether the Government propose to consider the cooperation of the Trade Unions to deal with this problem; and

(d) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) No, Sir. However, complaints are received from time to time alleging irregularities of various types. These are investigated by Departmental Vigilance machinery and by the CBI, wherever necessary and suitable action is taken against departmental officials, if any involved, in such an irregularity.

(c) No, Sir.

(d) Investigation of complaints is a confidential process in which association of the Trade Unions is not considered proper.

Broadcasting Bill

* 279. SHRI SATYAJITSINH DULIPSINH GAEKWAD: SHRI MADHAVRAO SCINDIA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the sub-committee constituted to examine the Broadcasting Bill, has since submitted its report;

(b) if so, the details of the recommendations; and

(c) the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (c) No sub-committee has been constituted on Broadcasting Bill. However, various issues pertaining to Broadcasting Bill are under examination at various levels of the Government.

• Introduction of Private Airlines

*280. SHRI SOHAN VEER SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether after the introduction of private airlines the quantum of air traffic carried by national airlines has declined;

(b) if so, the measures being proposed by the Government to attract passengers towards national airlines; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) and (c) Indian Airlines has taken various steps to face the competition and attract the passengers through

product improvement, commercial initiatives, passenger's facilitation and media campaign.

ESI Scheme for Cashew Labourer

2875. SHRI T. GOVINDAN : Will the Minister of LABOUR be pleased to state :

(a) whether the Government are reconsidering the decision of the E.S.I. Corporation abolishing the E.S.I (cashew workers) Scheme with effect from October 1, 1996;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) to (c) The Cashew workers working in cashew factories covered under the ESI Act are entitled to ESI benefits as provided under the Scheme. However, a section of cashew workers are not able to derive sickness benefit because of non-fulfilment of contributory conditions prescribed under the Scheme. The problem of such cashew workers is under examination of the ESI Corporation. Meanwhile these workers continue to receive other benefits namely, medical benefit, disablement benefit, dependant benefit and maternity benefit under the ESI Scheme.

Doubling and Electrification of Andal-Sainthia Section

2876. SHRI HARADHAN ROY : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4121 dated December 19, 1996 and state :

(a) the reasons for not taking up electrification and doubling work of Andal-Sainthia section of Eastern Railway;

(b) the utilisation capacity of above section;

(c) whether the above section is deserving for doubling and electrification now; and

(d) if so, the time by which the doubling and electrification work is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Due to constraint of resources and relative priority for electrification of other high density routes, there is, at present no proposal to electrify Andal-Sainthia section of Eastern Railway. The traffic level on this section has not yet reached a level to justify its doubling.

(b) Capacity utilisation of the section is as under :

Sub-Section	RKM	%Utilisation
(i) Andal-Ukhra	12.01	98.4%
(ii) Ukhra-Pandabeswar	8.33	63.4%
(iii) Pandabeswar-Sainthia	53.06	70%

(c) and (d) Electrification projects are capital intensive and as such only those broad gauge routes over which the traffic density is high and the return on investment is not less than the minimum prescribed are considered for electrification. Doubling is taken up when the carrying capacity of the section gets saturated. Andal-Sainthia section does not qualify for doubling or electrification at present.

Exchanges without STD facilities

2877. SHRI CHINATAMAN WANAGA : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone exchanges which are still not connected with STD facilities in Maharashtra, district-wise;

(b) the time by which STD facilities are likely to be provided; and

(c) the steps taken or proposed to be taken by the Government to connect them with STD facilities?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) 1103 numbers of telephone exchanges are not connected with STD facility in Maharashtra. District-wise details are given in the enclosed Statement.

(b) All exchanges are likely to be provided with STD facility by the year 2000 subject to availability of resources.

(c) In order to provide STD to all telephone exchanges, annual action plans are prepared for upgradation of Telephone Exchanges and provision of transmission media.

The plans for 1997-98 have already been prepared and action initiated to provide the infrastructure and equipment required for the same.

Statement

District-wise details of Telephone Exchanges which are not connected with STD facility as on 31.1.97

Sl.No.	District	No. of Telephone Exchanges without S.T.D. facility
1	2	3
1.	Raigad	1
2.	Jalgaon	4
3.	Nasik	98
4.	Dhule	57
5.	Kolhapur	27