

Statement-II*Reasons for not fully utilising the Capacity of Exchanges*

There will always be a gap between the equipped capacity and number of working connections (Direct Exchange Lines). The reasons for this gap are:

1. The exchanges are expanded in modular capacities. Hence,

(a) At the time of commissioning of a large size exchanges, the expected loading of large size exchanges is low and subsequently it gets loaded subject to the availability of demand. So, with every expansion and commissioning of new system, the utilisation drops to pick up in the later part of the year.

(b) Small and medium size exchanges, the expansion takes place in higher modular capacities which takes a few years to reach full loading.

(c) Department provides 256 port electronic exchanges with an average capacity of 152 lines for a registered demand of ten in rural areas and it takes some years to get optimally loaded. This results in low utilisation of exchange capacity.

2. Need to reserve some switching capacity to meet the emergency requirements of providing temporary and casual connections and also for completing the shifting cases of phone from one areas to another.

3. Need to reserve switching capacity for maintenance (for change of subscriber ports in case of hardware faults) and for test purposes.

4. Need to reserve switching capacity to provide telephone connections for the anticipated OYT registrations.

5. If a telephone connection is to be given on demand, there should be spare capacity to meet the demand for at least one year as usually the exchanges are planned on an yearly basis.

Approval for Four Laning of NH-7

3796. SHRI H.G. RAMULU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Karnataka Government has sought approval for four-laning high density corridors of Bangalore-Devanahalli section of National Highway-7; and

(b) if so, the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Yes, Sir.

(b) Annual Plan (1998-99) provides for the acquisition of land in respect of four-laning of Bangalore-Devanahalli section, Km. 558 to Km. 528, of National Highway No. 7.

Construction of By-pass in Allahabad-Kaushambi

[*Translation*]

3797. SHRI SHALLENDRA KUMAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether due to heavy traffic on GT Road in district Allahabad and Kaushambi in Uttar Pradesh the people have been dying due to accidents;

(b) whether any proposal of the U.P. State Government to construct a by-pass has been under consideration of the Union Government; and

(c) if so, the time by which a decision is likely to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Statistics in respect of road accidents are maintained State-wise and not National Highway-wise.

(b) and (c) Yes, Sir. The proposal for Allahabad by pass is at the stage of feasibility study.

New Billing System

[*English*]

3798. PROF. P.J. KURIEN:

SHRI PRITHVIRAJ D. CHAVAN:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Telecom Department has decided to introduce a new billing system viz. the flexible Charging Centre (FCC) in all big cities equipped with large exchanges;

(b) if so, the details thereof;

(c) whether Telecom Department has tested its suitability for commercial use in the Indian Environment;

(d) if so, the name of the country from which the systems are being procured;

(e) whether to get the competitive offerings, the tenders were invited;

(f) if so, the details and outcome thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) and (b) No, Sir.

(c) No, Sir.

(d) to (g) Does not arise in view of above.