

1	2	3	4	5	6
14. Orissa		63	12.19	5.10	63
15. Punjab		78	147.35	56.54	75
16. Rajasthan		149	132.56	50.63	130
17. Tamil Nadu		87	79.69	18.44	89
18. Tripura		1	7.78	2.35	12
19. Uttar Pradesh		69	221.15	97.77	69
20. West Bengal		13	154.17	54.82	112
21. Andaman & Nicobar Islands		1	1.51	0.33	1
Total		814	1195.13	413.71	1172

Setting up of Coach Factory

*137. SHRI TATHAGATA SATPATHY : Will the Minister of RAILWAYS be pleased to state:

(a) when were the last recommendations made by the Rail India Technical and Economic Services (RITES) on the setting up of Rail Coach Factory;

(b) the place suggested by the RITES to set up Wheel and Axle Plant and Rail Coach Factory;

(c) the places where Rail Coach Factory and Wheel and Axle Plant have been set up;

(d) whether there is any proposal to set up Rail Coach Factory and Wheel and Axle Plant in Orissa; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) :
(a) The last recommendations by RITES on setting up Rail Coach Factory were made in August, 1985.

(b) (i) There have been no recommendations from RITES regarding setting up Wheel and Axle Plant.

(ii) RITES recommended to set up Rail Coach Factory at Izzatnagar in the State of Uttar Pradesh by converting the existing MG workshop for manufacture of coaches.

(c) The Rail Coach Factory has been set up at Kapurthala (Punjab) in 1988 and the Wheel and Axle Plant at Bangalore (Karnataka) in 1984.

(d) No, Sir.

(e) Does not arise.

[Translation]

Missing of Goods

*138. SHRI JAYSINHJI CHAUHAN : Will the Minister of RAILWAYS be pleased to state:

(a) the quantity of booked goods in Railways found missing during each of the last three years, Statewise Zone-wise;

(b) the reasons therefor and the remedial measures taken by the Government in this regard; and

(c) the amount of claims paid State-wise?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : (a) and (c) The statistics of compensation claims paid on account of loss and theft are not maintained on a State-wise and quantity-wise basis by the Indian Railways. Number of claims paid on account of missing consignments due to loss and theft and the amount paid as compensation Zone-wise for the last three years is as under :

		Amt. in lakhs	
Railway	Period	Number of claims paid on account of Loss/Theft of consignments	Amount paid as compensation
1	2	3	4
Central	1994-95	3960	136.02
	1995-96	5964	144.23
	1996-97	4733	100.56
Eastern	1994-95	2660	145.91
	1995-96	3341	169.79
	1996-97	3914	215.27
Northern	1994-95	7114	476.94
	1995-96	6653	436.38
	1996-97	6695	376.78
N.E.	1994-95	4213	51.62
	1995-96	5419	53.72
	1996-97	4703	53.62
N.F.	1994-95	948	26.63
	1995-96	1454	47.10
	1996-97	1058	47.58
Southern	1994-95	1133	143.18
	1995-96	1148	196.59
	1996-97	909	122.27
S.C.	1994-95	464	21.64
	1995-96	711	64.21
	1996-97	718	45.54
S.E.	1994-95	4016	51.81
	1995-96	4949	80.42
	1996-97	6038	135.76

1	2	3	4
W.R.	1994-95	3000	165.62
	1995-96	3507	126.50
	1996-97	3048	136.66
Total	1994-95	27508	1219.57
	1995-96	33146	1318.94
	1996-97	31816	1234.04

The figures for the year 1997-98 are under compilation.

(b) The reasons for missing booked goods are primarily improper packing, marking, labelling, criminal interference enroute, negligence by staff, over-carriage of goods, etc.

The following remedial measures are taken by the Railways to prevent missing of goods :-

- i) Escorting of trains is done as far as possible, for those trains carrying valuable consignments over vulnerable sections.
- ii) Intensive beat patrolling in yards and other affected areas/sections.
- iii) Joint checking at interchange points to take stock of the condition of loaded wagons and their seals.
- iv) Maintenance of close coordination between RPF, GRP and local police at various levels to apprehend criminals and receivers of stolen property.
- v) Special study of specific streams of traffic to localise the causes and places of thefts and pilferage, and follow up action thereon.
- vi) Proper marking addressing and labelling of packages to prevent them from going astray.
- vii) Selecting commercially fit wagons for loading commodities.
- viii) Introduction of detailed rationalised loading programme on trunk routes.
- ix) Insistence on provision of damage to protect flap doors of wagon load consignments of sugar, grains and pulses and oil seeds etc.
- x) Rivetting and locking of wagons carrying valuable goods, as per extant instructions, so as to prevent wagon breaking.

[English]

Privatisation of Airports

*139. SHRI R. SAMBASIVA RAO : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether 11 airports were to be developed as international hubs by the Government under the Civil Aviation Policy;

(b) if so, the steps taken to develop all these airports;

(c) whether there is any proposal to develop Delhi, Ahmedabad and Hyderabad airports and privatise them in the first round as models for the future planning ;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) While the Policy on Airport Infrastructure has recognised that the existing 5 international airports at Delhi, Mumbai, Calcutta, Chhennai and Thiruvananthapuram can be classified as international hubs in terms of facilities provided, Bangalore, Hyderabad, Ahmedabad, Amritsar and Guwahati can be added to the list as and when facilities are upgraded to the desired level.

(b) Airport Authority of India has upgraded/modernised the airport at Hyderabad at an estimated cost of Rs.100 crores and Ahmedabad airport is being developed at an estimated cost of Rs. 50 crores. Guwahati airport is being developed at an estimated cost of Rs. 40 crores. There is also a proposal to set up a new airport of international standards at Bangalore through private participation.

(c) Preliminary studies have been made on the desirability of allowing private investment for the development of airports. The feasibility of infusion of private (including foreign) investment in this sector as well as taking greater recourse to additional funding sources like external assistance, external commercial borrowing, public issues etc. is being examined for funding the development of these airports.

Losses suffered by Konkan Railway

*140. SHRI CHENGARA SURENDRAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Konkan Railway has been incurring huge losses;

(b) if so, the details thereof and the reasons therefor; and

(c) the steps proposed to be taken to reduce such losses?