

the country; and

(d) if so, the steps CPA has envisaged to tackle the problem?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRIBABANRAO DHAKANE): (a) Yes, Sir.

(b) In order to increase the availability of power in the Southern region, various measures are being taken which include expediting commissioning of new capacities in the constituent States of the region and the Central Sector, optimum utilisation of existing capacities, reduction in transmission and distribution losses, implementation of renovation and modernisation programme of existing power stations, effective load management and conservation of energy.

(c) and (d). One of the functions of the Central Electricity Authority, which has been constituted under the Electricity (Supply) Act, 1948, is to formulate short term and perceptive plans for power development in the country. The Authority had prepared a National Power Plan in June, 1987, covering the period from 1985-2000 envisaging a capacity addition of 48,000 MW in the Eighth Plan (1990-95) and 62,000 MW in the Ninth Plan (1995-2000) in addition to the target of 22, 245 MW in the Seventh Plan (1985-1990). However, for the Eighth Plan, the Department of Power, based on the report of the Working Group on Power constituted by the Planning Commission, have proposed a capacity addition of 38,369 MW (including 7606 MW for Southern Region). The Eighth Plan is yet to be finalised by the Planning Commission

Halt at Bangalore

2088. SHRIM.V. CHANDRASHEKARA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Mangalore-Bombay, Mangalore-Dadar, Trivandrum-Rajkot and Cochin-Ahmedabad trains halts at K.R. Puram railway station which is 15 km. away from the Bangalore City;

(b) whether there is a demand for halt of these trains at Bangalore City Railway Station; and

(c) if so, the decision taken in matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHAKTA CHARAN DAS): (a) Yes, Sir.

(b) Yes, Sir.

(c) Examined but not found feasible.

Expenditure on maintenance of westland helicopters

2089. SHRI PYARELAL KHANDELWAL:
DR. DAULATRAO SONUJI AHER:
DR. LAXMINARAYAN PANDEYA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a large number of Westland helicopters had been grounded recently;

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

(c) the cost of maintenance of a Westland helicopter in comparison to the cost of maintenance of other helicopters;

(d) the average cost of maintenance of a Westland helicopter and how it would compare after the implementation of the Hussaini Committee Report;

(e) whether Government had taken into account this factor while taking a decision to accept this helicopter and if so, the details thereof ; and

(f) the progress made so far after acceptance of the Hussaini Committee Report?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b). Yes, Sir, the entire fleet of nineteen Westland helicopters was grounded with effect from 21.12.89 pending an inquiry into the operational and safety aspects of these helicopters by an Expert Committee. Following the recommendations of this Committee, Westland Helicopters have recently been reinducted into service. At present, six of these helicopters are flying for ONGC and Oil India Limited.

(c) While the average maintenance cost of Westland helicopters is estimated at Rs. 26,634 per hour, it is estimated at Rs. 13,348/- per hour for Dauphin helicopters, which is the other helicopter operated by Pawan Hans Limited.

(d) The average cost of maintenance of Westland helicopters including reserve for overhaul is estimated to be Rs. 26,634 per hour. This does not include customs duties, freight insurance etc.

The cost and liabilities involved in maintenance after implementation of the recommendations made by the Hussainy Committee are yet to be worked out.

(e) The maintenance cost estimated at the time of purchase of Westland and Dauphin Helicopters was Rs. 5901/- and Rs. 3981/- per hour respectively. The differential in maintenance cost was compensated by Westland Helicopters Limited by way of a lump sum operating subsidy of £ 10 million equivalent to Rs. 18.97 crores.

(f) The recommendations of the Hussainy Committee, other than those relating to major modifications on the helicopters and engines for which the manufacturers are responsible, have already been implemented. As regards, major modifications, detailed discussions have been held with the manufacturers.

Malpractices in Railways

2090. SHRI RAM SAGAR
(Saidpur):
DR. SHAILENDRANATH
SHRIVASTAVA:

Will the Minister of ENERGY be pleased to state:

(a) whether the Government have launched a special drive recently to check the malpractice in the railways;

(b) if so, the number of officials apprehended as a result thereof and the action taken against them; and

(c) the number of officials apprehended on charges of corruption/malpractices during the last three years; year-wise and zone-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHAKTA CHARAN DAS): (a) Drive against corruption and malpractices on the Railways has been a continuous process and this has been intensified recently.

(b) and (c). Arising out of investigation of complaints, and preventive checks conducted by the Railways on their own, during the years 1988, 1989 & 1990 (upto November), number of officials taken up for disciplinary action for malpractices/corruption is given below year-wise and zone-wise:—