

(c) This train is provided with the requisite basic facilities.

(d) Does not arise.

Power Generation Capacity during the Sixth-Plan period

908. SHRI K. VASUDEVA PANICKER: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether it is a fact that the Planning Commission have expressed concern over the poor achievement in the creation of new power generation capacity during the Sixth-Plan period;

(b) if so, what was the targeted capacity during the Sixth Plan and what was the achievement; and

(c) what steps have been taken or proposed to be taken by Government to improve the situation during the Seventh Plan period?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARUN NEHRU): (a) The aspect of poor achievement in creating new power generation capacity was mentioned in the mid-term appraisal of the Sixth Plan document of Planning Commission.

(b) As against the target of 19,666 MW, the new generating capacity added during the Sixth Plan period was 14,226 MW.

(c) Extensive monitoring is being done to expedite the commissioning of additional generation capacity. Regular meetings with the main equipment suppliers are held in the Central Electricity Authority. Senior officers also visit the sites for removing the constraints in the construction of power projects.

Rail Safety Measures

909. SHRI K. VASUDEVA PANICKER: Will the Minister of RAILWAYS be pleased to state:

(a) whether rail safety measures have recently been examined by Government at a high level meeting;

(b) whether the rail safety measures followed by the railways have been found to be adequate; and

(c) if not, what steps are proposed by Government to accelerate the rail safety measures?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes,

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(b) and (c) Rules and regulations pertaining to safety aspects of railway working have been found to be adequate. Directives have, however, been issued, where required, to further strengthen the safety measures to be taken by Zonal Railways. The following steps have recently been taken for improving safety on the Railways:—>

(1) A 10-Point Action Plan was launched covering aspects of safety measures with emphasis on field inspections.

(2) Four Task Force Safety Teams have been constituted with senior officers of various disciplines for vigorous inspections of all aspects of railway safety and with special attention to vulnerable sections. Follow-up action has been initiated to rectify the deficiencies/irregularities noticed by the Team.

(3) Consistent -with availability of funds, interlocking of level crossing gates, manning of unmanned level crossing gates etc. have been taken in hand.

(4) Technology upgradation is being effected. Installation of Auxiliary Warning Systems is being extended on busy routes. Ultrasonic testing of rails and the rolling stock has been extended. Ultrasonic hot axle detectors will be installed.

(5) Publicity campaign through posters, ect. to educate the public regarding precautions to be taken before negotiating level crossings.

(6) Intensive checks at nominated stations to check roof-top travel.