

Construction of Bansagar and Rajghat Dams

1317. SHRI RAM CHANDRA BHARADWAJ: Will the Minister of IRRIGATION be pleased to state:

(a) whether it is a fact that the construction schedule of Bansagar dam project on the Sone River and Rajghat dam on the Betwa River has been thrown out of gear due to procedural delays and inadequate funds;

(b) whether it is also a fact that high-power river control boards were set up years ago to facilitate smooth execution of these projects;

(c) if so, what measures the boards had taken to secure necessary cooperation of the State administration to speed up the work;

(d) what was the original cost estimate of the two dams and what is the cost estimate at present;

(e) what steps Government propose to take for an early completion of the projects; and

(f) the names of the authorities who are responsible for the delay in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF IRRIGATION (SHRI RAM NIWAS MIRDHA): (a) Bansagar Dam is a joint project of the States of Uttar Pradesh, Madhya Pradesh and Bihar while Rajghat Dam Project is a joint project of Uttar Pradesh and Madhya Pradesh. The construction programmes of both these projects have been hampered on account of inadequate funds provided by the participating States in the successive Annual Plans.

(b) Bansagar Control Board was set up in January, 1976 and the Betwa River Board was set up in February, 1978 with a view to ensure efficient and early execution of these projects.

(c) These Boards in their last few meetings have been persuading the participating States for providing adequate funds commensurate with

the construction programme laid down and reconciling other technical and administrative matters to enable smooth execution.

(d) The Bansagar Dam Project was approved for an estimated cost of Rs. 91.33 crores in 1977. The cost of this project as per 1982 rates is expected to be about Rs. 260 crores. The Rajghat Dam Project was approved for an estimated cost of Rs. 123.22 crores in 1980. The estimated cost of the project as per 1982 rates is expected to be about Rs. 160 crores.

(e) As per present indication, if concerned States make available requisite funds, Bansagar Project is likely to be substantially completed by 1990 and Rajghat Dam by 1986.

The respective Boards will how ever continue to make efforts to see that the projects are completed expeditiously.

(f) As already stated in answer to part (a) the delay in the completion of these projects has been mainly due to insufficient outlays provided by the participating States.

Conversion of Maunath Bhanaganj Railway line

1318. SHRI BIR BHADRA PRATAP SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have conducted any survey for conversion of Maunath Bhanaganj-Shahganj railway line in UP from metre gauge to broad gauge, if so, the details thereof;

(b) what amount has been earmarked for the purpose; and

(c) by when the work on the said railway line is likely to start and by when it is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) A survey was conducted in 1980 for gauge conversion of Mau-Shahganj MG section into BG. As per the survey report, this 98 kms. gauge conversion was

expected to cost Rs. 9.82" crores at then price level and was financially not viable. The project was not pursued further, in view of the severe constraint of resources.

- (b) Nil.
- (c) Does not arise.

Goods yard at Tiruchirapalli railway station

1319. SHRI M. KALYANASUNDARAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been received from railway users for providing additional facilities at the Tiruchirapalli goods yard;

(b) whether it is a fact that the goods are not kept in proper go-downs;

(c) whether It is a fact that pilferage is taking place on large scale; and

(d) what steps Government propose to take for improving this important goods yard?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY):

(a) Yes, Sir.

(b) No, Sir.

(c) No, Sir.

(d) The question of improvement and additional facilities for Tiruchirappalli goods yard will be considered and works as found necessary, would be done in due course.

Railway Schools in Southern Railway

1320. SHRI M. KALYANASUNDARAM: Will the Minister of RAILWAYS be pleased to state;

(a) the details of the schemes for the construction of new school buildings and improvements of the existing ones in Southern Railway;

(b) whether the school building at Golden Rock Colony is adequate to cope with the student strength; and

(c) what is the amount allotted for improvements to the existing school building at Golden Rock?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) (a) Details of the approved works for the construction of new school buildings and improvements to the existing school buildings in Southern Railway are as under:

1. Palghat Junction—Opening of a Central School—Cost Rs. 18.59 lakhs.

2. Yoswantpur—Opening of a lower primary school (Kannada and English Medium)—cost Rs. 5.82 lakhs.

3. Arakkonam Junction — Improvements to Railway Mixed High School English Medium—Cost Rs. 2.05 lakhs.

4. Erode—Railway Mixed High School (English Medium) —Provision of 4 Class rooms and a laboratory—Cost Rs. 5.0 lakhs.

(b) The existing school building at Golden Rock Colony is considered adequate to cope with the existing requirement.

(c) Does not arise in view of reply to part (b).

Rehabilitation of persons affected by construction of irrigation/power projects

1320A. SHRI GAYA CHAND BHUYAN: Will the Minister of IRRIGATION be pleased to state:

(a) what are the schemes taken up or proposed to be taken up for the rehabilitation of displaced persons including cultivators and agricultural labourers due to the construction of major irrigation/power projects such as Upper Kolab, Indra-vati, Patteru, Rengali in Orissa; and

(b) whether project reports for these projects have been finalised; if so, whether these reports include the