

failure of RAP-1, may I know the hon. Minister what is the mean time between failures of the operational reactors in the country and how does it compare with the world trends?

SHRI PRITHVIRAJ CHAVAN: Mr. Chairman, Sir, I would like to correct the perception that this is a failure of the reactor. As I have been repeatedly saying that this reactor, the first one in India, was set up with a Canadian collaboration in 1973. The collaboration was withdrawn in 1974, and after that, we were on our own. We had problems with it. There were two failures which were repaired. There was a relief wall failure which was also repaired. At times, it had difficulties. We have learnt a great deal from it. But, let me repeat that the original economic useful life of the unit was 25 years. The unit has already been operated for 31 years. So, to say that it has failed is not correct. It has been shut down deliberately. We are evaluating whether it will be economically feasible to run it further; and if it is found that it will be economically feasible, and the cost of power will be low, it will be run. Otherwise, it can be used as a training reactor.

Sir, with regard to the second part of the question about the mean time between failures of the Indian reactors, I would like to inform the House that as far as Indian Pressurised Heavy Water Reactors are concerned, 14 are running today, entirely with our technology, four are under construction. These are the best operating reactors anywhere in the world. They have been given the awards by the Association of the Pressurised Heavy Water Reactor operators in the world and we are very proud of achievements of our scientists. They are the safest and are performing more efficiently than any other reactor in this class, working in the world.

Rail-road linkage projects for minor ports of Gujarat

***305. SHRI KANJIBHAI PATEL:†**

SHRI SURYAKANTBHAI ACHARYA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND

† The question was actually asked on the floor of the house by Shri Kanjibhai Patel.

HIGHWAYS be pleased to state:

(a) whether it is a fact that a number of rail-road linkage projects pertaining to the minor ports of Gujarat received from the concerned Government are pending and require the preparation and execution of an urgent and early implementation plan by the Central Government;

(b) if so, the details of such projects;

(c) the progress made in respect of these projects during the last three years, year-wise and project-wise; and

(d) the steps proposed to be taken during the current year, along with the project-wise details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) to (d) Union Government is responsible for development and maintenance of only National Highways (NH) and providing NH connectivity to the Major Ports of the country. At present, there is only one Major Port in Gujarat, i.e., Kandla Port which is well connected through National Highway NH-8A. However, some of the projects for augmentation of National Highways in Gujarat that have been included in the National Highways Development Programme Phase-III would facilitate improved road linkage to some Minor Ports of Gujarat. These projects are given below:—

National Highways Development Projects

Project	Status
Jetpur-Somnath Section of MH-8D	Bids are to be invited for preparation of Detailed Project Report (DPR).
Kandla-Mundra Port Section of NH-8A	Project has been included in NHDP Phase-IIIA for four laning. Bids are to be invited for preparation of DPR.
Surat-Hazira Port Section of NH-6	Project has been included in NHDP Phase-IIIA for four laning. DPR is under preparation.

For providing rail linkage to the Minor Ports in Gujarat, the Gujarat Maritime Board has initiated and completed Techno-Feasibility Studies for providing Broad Gauge Linkages to important Minor Ports of Gujarat. No formal proposal has been given to the Indian Railways from the Government of Gujarat. Meanwhile, Railways are executing two projects for providing linkage to Minor Ports in Gujarat. The status of these projects is given below:—

Rail Linkage Projects

Name of the Port	Status
Dahej Port	The Bharuch-Dahej new line project has been sanctioned for execution. Final location survey for the project has already been completed. Physical execution of the work will commence after a Special Purpose Vehicle is formed.
Hazira Port	Project report for Surat-Hazira new line project, based on final location survey has been finalized. A firm commitment for financial participation from different partners is awaited.

श्री कांजीभाई पटेल: सभापति महोदय, हमने यह स्पेसिफिकली पूछा था कि चालू वर्ष के दौरान क्या कदम उठाए जाने का विचार है और तत्संबंधी परियोजना-वार ब्यौरा क्या है? जहां तक बंदरगाहों को रोड या रेल का लिंक देने की बात है, यह केवल किसी प्रदेश के विकास के लिए नहीं बल्कि समग्र राष्ट्र के विकास के लिए बहुत जरूरी है। इसलिए मुझे इसका स्पेसिफिक उत्तर दिया जाए। दूसरा, एक मैं यह ध्यान दिलाना चाहूंगा कि गुजरात के जो कुछ प्रोजेक्ट हैं, उनकी सिर्फ रिपोर्ट बन रही हैं, कोई टाइम-लिमिट हमको नहीं दिया गया है।

श्री सभापति: आप क्वेश्चन कर लीजिए।

श्री कांजीभाई पटेल: सर, यही पूछना है कि इनका कार्यान्वयन कब तक होगा?

SHRI T.R. BAALU: Sir, the Indian subcontinent has got 7,517

[17 August, 2006]

RAJYA SABHA

kilometre of coastline. It has got 13 maritime States. The State of Gujarat is also one among the 13 maritime States and it has got 1,215 kilometre of coastline, next to Andaman and Nicobar, which has a coastline of 1,962 kilometre. Sir, to be very frank, the total number of major ports under the domain of the Government of India is 12, and 187 ports are under the domain of State Government. I cannot, or nobody can dispute the importance of the question that my friend has already posed. But, at the same time, Sir, the entire House should appreciate the Department working under the guidance of Dr. Manmohan Singhji, who has already advised to take up some of the roads that have to be connected with the minor ports, even though it is under the domain of the State Government. It is better to connect the smaller ports, which have got necessary density of the traffic population. Under his advice, we have taken up five ports. We have Jetpur, Somnath, Mundra, Surat and Hazira. Jetpur-Somnath is being connected by National Highway-8D. Mundra is being connected by National Highway-8A. Surat-Hazira is being connected by National Highway-6. For Somnath-Jetpur, we are going for award of DPR, we are calling for bids. For Mundra bids for DPR will be called for. For Surat-Hazira, DPR is under process. So, we will be taking up all these five projects very shortly. At the same time, 80 per cent of the cargos that are handled by 187 minor ports is being handled by 40 smaller ports of Gujarat. We are not denying the importance of the particular State.

श्री कांजीभाई पटेल: सभापति महोदय, सूरत में अभी जो बाढ़ आई है, इससे उद्योगों का इतना अधिक नुकसान हुआ है, इतनी भारी क्षति हुई है कि इनको फिर से खड़ा करने में ये जो दो प्रोजेक्ट हैं सूरत-हजीरा रोड का और सूरत-हजीरा रेल लिंक का, ये दोनों जरूरी हैं। इसलिए क्या इनको प्रायटि देने के लिए भारत सरकार कुछ सोचेगी?

SHRI T.R. BAALU: Sir, already the Ministry of Railways has taken action to have the rail linkage between Dahej and Bharuch, which has already been sanctioned and waiting for special purpose vehicle constitution. As regards the Hazira-Surat linkage, the survey work has been completed and we are waiting for financial partnership.