

West Bengal have suggested to the Government of Bihar that a joint survey may be taken up immediately for determining the present course of the mid-stream and the location of the area in question vis-a-vis the mid-stream i.e. either in Bihar or West Bengal. Measures to acquire the land will be taken after the results of these surveys are known.

KUDA GOODS-CUM-PASSENGER TRAIN

1425. SHRI I. K. KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the coach from Kuda goods-cum-passenger train (Dhrangadhra Section), which has since been suspended, was the only source of traffic for more than 500 labourers who are engaged in salt industry; and

(b) if so, on what ground it has been suspended and when it will again be put on the rails?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) and (b) The III class coach running by Shuttle Pilot train between Dhrangadhra and Kuda has been discontinued from 13-11-1972 due to poor patronage and availability of alternative road transport.

IRRIGATION AND POWER PROJECTS

1426. SHRI M. K. MOHTA:

SHRI K. P. SINGH DEO:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the State-Wise Irrigation and power projects the execution of which has been delayed and is likely to be further delayed and the reasons therefor; and

(b) the steps taken by Government for speedy execution of these projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAIJ NATH KUREEL): (a) and (b) The Fourth Plan targets were 4.8 million ha. of additional irrigation potential for major and medium schemes and 9.2 million kW of additional power generation.

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Owing to the rise in cost of projects, delay in supply of power generation equipment, civil works etc. a shortfall of 1.2 million ha. of irrigation and 3 million kW of power generation is anticipated. These are principally from the Nagarjunasagar (Andhra Pradesh); Gandak (Bihar and Uttar Pradesh); Kosi (Bihar); Rajasthan Canal (Rajasthan); Ramganga (Uttar Pradesh) irrigation projects and Beas (Punjab, Rajasthan and Haryana); Iddikki (Kerala); Kundah and Ennore (Tamil Nadu); Ukai Thermal (Gujarat); Koyna (Maharashtra); Balimela (Orissa); Patratu (Bihar) and Baira Siul and Rajasthan Atomic Power Projects.

The State Governments have been advised to provide maximum possible allocations for completing the schemes on which appreciable progress has already been made. The progress of the projects is reviewed frequently and efforts are made to the extent possible to remove the difficulties encountered.

COMPENSATION AMOUNT PAID FOR GOODS LOST OR DAMAGED

1427. SHRI M. K. MOHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the compensation amount paid by Government on account of loss or damage of goods rose from Rs. 6 crores in 1966-67 to Rs 12 crores in 1970-71;

(b) if so, what are the reasons for the sharp rise in the compensation amount paid and also the amount of compensation paid by Government during 1971-72; and

(c) the steps taken by Government to check such losses so as to minimise the compensation amount?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) Yes.

(b) The increase is mainly attributable to increase in traffic, the general rise in the prices of commodities and deterioration in the law and order situation, during the subject period. The amount of compensation