

THE MINISTER OF IRRIGATION AND POWER/ सिंचाई और विद्युत मंत्री  
<DR. K. L. RAO> : (a) to (c) A statement is laid on the Table of the House.

## STATEMENT

The maximum demand for power from the Delhi Electric Supply Undertaking in 1970-71 was 240 MW.

As per present anticipations, the available firm generating capacity by March, 1972 in Delhi Electric Supply Undertaking would be 309 MW which can effectively meet the anticipated maximum demand of 264 MW leaving a surplus of 45 MW. This surplus power can conveniently be spared to the neighbouring States of Haryana, Punjab and Uttar Pradesh which are currently deficit in power.

Delhi is a common pool consumer of the Bhakra Nangal Project and is entitled to receive 80 MW of power (corresponding to 1.2 million units/day). In view of the emergent power supply position prevailing at Bhakra due to i poor storage and poor inflows during j the post-monsoon period, Delhi Electric Supply Undertaking had readily come forward to assist the neighbouring States j served by the Bhakra Service Area by i reducing its offtake of energy to 0.65 MU/day and had also been supplying relief energy to the extent of about 0.8 to 0.9 MU/day in the past few months to the Bhakra Service Area. In case the inflows had not improved in the last week of May, 1971, there was likelihood of further reduction in power generation at Bhakra and Government had prepared a scheme in consultation with Delhi Electric Supply Undertaking i to shed loads upto 50 MW in a phased manner during different hours of the day so as to enable affording a further 1 MU/day relief to Bhakra to mitigate the acute power shortage in the aiea. However, the river inflows into the Bhakra in the past few days have improved and if the present trend continues, the need for "power squeeze" will not arise.

(c) The anticipated load demand in Delhi by 1975-76 is expected to rise lo about 400 MW for meeting which, an installed generating capacity of about 520 MW would be required. Taking into account the available additional | power from the schemes under execution at the Central Projects, such as Badarpur, Baira, Siul and Salal, the

total power capacity in Delhi would rise to about 600 MW leaving Delhi in a comfortable power supply position.

## MEMORANDUM FROM PASCHIM RAILWAY KARAMCHARI PARISHAD

\*449. SHRI JAGDISH PRASAD MATHUR : Will the Minister of RAILWAYS/ रेल मंत्री be pleased j to state :

whether it is a fact that the Pas-chim Railway Karmchari Parishad submitted a memorandum to the President of India on the 17th April 1971 ;

if so, what is the nature of the demands made by the said Karmchari Parishad ; and

what is the reaction of Government to the demands?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS/ रेल मंत्रालय में उपमंत्री (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir.

(b) and (c) A statement is laid on the Table of the Sabha.

## STATEMENT

(b) and (c) The demands made by the Paschim Railway Karmchari Parishad and the views of the Government thereon are as under :—

(i) *Inadequacy of interim relief.*— The quantum of interim relief granted by Government is the same as that recommended by the Third Pay Commission in their interim report. Having accepted the report in toto, there is no scope for any modification at the stage.

(ii) *Setting up of a separate Wage Board for Railwayman or a separate cell within the Third Pay Commission to deal with the demands of the Railwaymen.*—The general wage levels of Central Government employees have to be determined by a single body as separate standard; cannot be formulated for Railway servants alone. However, the special requirements of Railway categories will doubtless be looked into by the Pay Commission themselves.

(iii) *Need-based minimum wage.*—j The question of need-based minimum wage is a specific item which is being dealt with by the Pay Commission.

(iv) *Minimum and maximum scales be fixed in the ratio of 1:10.*—What should be the ratio between the minimum and the maximum salary is also a matter which will be dealt with by the Pay Commission.

(v) *Recognition of the Kannchari Parishad.*—There are already two recognised unions on each of the Railways affiliated to the National Federation of Indian Railwaymen and the All India Railwaymen's Federation. It is not considered desirable at this stage to recognise further unions, having regard to the need for seeking to evolve, if possible, one union over the Railways.

#### MASTER PLAN FOR FLOOD CONTROL

\*450. SHRI CHITTA BASU : Will the Minister of IRRIGATION AND POWER / सिंचाई और विद्युत मंत्री be pleased to state the present stage of the Master Plan for Flood control in the country ?

THE MINISTER OF IRRIGATION AND POWER/सिंचाई और विद्युत मंत्री (DR. K. L. RAO) : The progress made in the formulation of Plans for Flood control by various State Governments who are responsible for preparation of such plans was reviewed in the Fifteenth meeting of the Central Flood Control Board held in November, 1970. The Board recommended that the States should prepare comprehensive plans of Flood Control within two years so that details of priority works would be available at the time of formulation of 5th Plan. Accordingly the State Governments have been requested to finalise the plans by the end of 1972.

#### हावड़ा-दिल्ली रेलमार्ग का विद्युतीकरण

\*451. श्री लाल आडवाणी :

श्री सुन्दर

का रेल मंत्री यह बात ने को कृपा करेंगे कि :

(क) हावड़ा से कानपुर तक के रेल मार्ग का विद्युतीकरण कब पूरा हुआ था ;

(ख) कानपुर तथा दिल्ली के बीच रेलवे लाइन के विद्युतीकरण में असाधारण विलम्ब के क्या कारण हैं ; और

(ग) इस कार्य के कब तक पूरा हो जाने की सम्भावना है ?

#### ELECTRIFICATION OF HOWRAH-DELHI RAIL ROUTE

\*451. SHRI LAL K. ADVANI :

SHRI SUNDAR SINGH BHANDARI :

Will the Minister of RAILWAYS/ रेल मंत्री be pleased to state :

when the electrification, of the railway line from Howrah to Kanpur was completed ;

what are the reasons for the inordinate delay in the electrification of the railway line between Kanpur Delhi; and

the time by when this work is likely to be completed?]

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) फरवरी, 1967 में ।

(ख) कोई विलम्ब नहीं हुआ है ।

(ग) 1975 के अन्त तक ।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS/ रेल मंत्रालय में उपमंत्री (SHRI MOHD. SHAFI QURESHI) : (a) February, 1967.

There is no delay.

1975 end.]

#### PRODUCTION OF WAGONS

\*452. SHRI PRANAB KUMAR MUKHERJEE : SHRI CHITTA BASU :

Will the Minister of RAILWAYS/ रेल मंत्री be pleased to state :

the annual out-turn of wagons in the country during the last three years; and

the total demand for wagons for use in the country and for export purposes during the above period ?

[ ] English translation.