

Delhi which is under the consideration of the Government.

(c) The various recommendations made in the Master Plan will start being implemented by the Agencies concerned as soon as it is approved by the Government.

**Shri Shiv Charan Gupta:** Is it a fact that the Government of India mooted a proposal to abolish cycle rickshaws seven years back? What is the progress of that proposal?

**Dr. D. S. Raju:** Does it arise out of this question?

**Mr. Speaker:** It would not. Any other question that he wants to put?

**Shri Shiv Charan Gupta:** I have put one question, and I have not understood the answer.

**Mr. Speaker:** He said that was not relevant, and I agree with it. He might table a separate question.

**Shri Shiv Charan Gupta:** The other question is: is it a fact that slow-moving traffic, including tramways, are greatly responsible for traffic hazards, and is there any phased programme to replace them?

**Dr. D. S. Raju:** All these recommendations are embodied in the Delhi Master Plan itself.

**Shri Shiv Charan Gupta:** I have not heard the answer.

**Mr. Speaker:** He says all these recommendations are contained in the Master Plan itself.

**Shri Shiv Charan Gupta:** The interim General Master Plan in which the recommendations were made was presented as early as 1956, and now it is six years. The Master Plan has come only now. Has Government not considered these proposals during the last six years?

**Dr. D. S. Raju:** As soon as the Government got the interim plan, it was considered essential that a Master Plan should be prepared and the whole question should be gone into

thoroughly. So, it is under the consideration of the Government now.

**Shri P. K. Deo:** To ensure free flow of traffic, may I know if the Traffic Manager of the Delhi Transport Undertaking has drawn up a scheme to provide underground railways and overground railways also?

**Dr. D. S. Raju:** That is also under consideration in the Master Plan when finances permit.

**Shri Sham Lal Saraf:** May I know whether Government contemplate restricting the traffic hours, more particularly during night?

**Dr. D. S. Raju:** That is one of the minor recommendations which is also embodied in that.

**Shri Maheswar Naik:** What is the number of schemes submitted to the Government of India; and how many of them have been taken into consideration and how many have been put into the cold storage?

**Dr. D. S. Raju:** That is all in the Master Plan put before the public in the month of July 1960. The hon. Member might have seen it; it is a big document.

#### Power Generation

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\*1258. { **Dr. L. M. Singhvi:**  
**Shri P. C. Borooah:**  
**Shri Bishanchander Seth:**

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is now considered inevitable that there will be a considerable shortfall in the Third Plan Power generation target, because of delays in the supply of power equipment by the Soviet Union;

(b) if so, what is the likely shortfall;

(c) what particular projects are likely to be affected on this account; and

(d) what steps are being taken to avoid or minimise the shortfall?

**The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan):** (a) While it is likely that there will be a shortfall, negotiations are still taking place with the suppliers with a view to advancing the dates of supply of the equipment.

(b) This will depend on the result of the negotiations. According to present indications the delivery of 2 to 3 units of 50 MW each, out of a total of 19 units, may spill over to the first year of the Fourth Plan.

(c) Singrauli (Obra) in Uttar Pradesh and Patratu in Bihar.

(d) Every effort is being made, in consultation with the suppliers, to see if the delivery of the entire equipment can be expedited.

**Dr. L. M. Singhvi:** What causes led to the delay in the supply of this equipment; and what facts are responsible for the delay in the finalisation of the negotiations?

**Shri Alagesan:** This has been agreed to and certain dates for supply etc. had been fixed. They had to come here and sign agreements for the preparation of the project reports etc. The thing is still under negotiation with the Russian suppliers. It is only for a few units we expect that they may go over to the Fourth Plan, the first year of that Plan.

**Dr. L. M. Singhvi:** How can we expect to receive this equipment even before the finalisation of negotiations? How could we planned that we would receive this equipment when the negotiations had not yet been finalised?

**Shri Alagesan:** The Russians have promised to supply this equipment under the rouble credit and USSR Trade agreement. After they have broadly agreed to it, these details are worked out.

**Shri P. C. Borooah:** May I know what particular type of equipment or

plant has not been supplied by USSR for which discussion arose with the suppliers? May I know whether this equipment is not available anywhere else?

**Shri Alagesan:** We are trying to get from other sources for other projects. Since the purchase of this equipment requires foreign exchange, we have to find out the various sources of foreign credit.

**Shri Vidya Charan Shukla:** May I know if any factor other than the untimely supply of this equipment is involved in the fear that there would be a shortfall in power generation in the Third Five Year Plan? If so, what is the other factor—like coal production or any other matter?

**Shri Alagesan:** It is purely the supply from the Russian suppliers. There is no other factor involved.

**Dr. K. L. Rao:** May I know whether, in order to minimise the shortfall, Government is taking steps to advance the dates of completion of some of the projects, wherever it is possible, so that we have the benefits earlier—like the projects of Yamuna, Ranapratap Sagar, Sheravati and Pamba?

**Mr. Speaker:** The hon. Member is making suggestions. If the hon. Minister can answer he may.

**Shri Alagesan:** We would consider the suggestion.

**Shri Hem Barua:** May I know whether it is a fact that the procurement of this unit is linked up with the Soviet Loan and Trade Agreement? If so, is it a fact that because of these Trade Agreement and Soviet Loan, these programmes are not working satisfactorily? Is it one of the reasons for the delay in delivery?

**Shri Alagesan:** Yes, Sir. I said this arises out of the credit—the rouble credit that we have got from the USSR and the Trade Agreement. These things flow from the Agreement.

**Shri Hem Barua:** There is another very important part. I just wanted to know whether these Trade Agreements and Soviet Loan Agreements are not working creditably or satisfactorily; and that is one of the reasons for the delay involved in delivery.

**Shri Alagesan:** No.

**Shri Warrior:** If there is delay in obtaining this equipment from Soviet Union, what stops the Government from switching over to hydel plants?

**Shri Alagesan:** These are all thermal plants.

**Shri Bhagwat Jha Azad:** I want to know whether any assessment has been made by the Government as to what would be the result in case these negotiations fail to bring the date of delivery as fixed up?

**Mr. Speaker:** He has answered it; they are exploring other avenues also.

**Shri Bhagwat Jha Azad:** I did not ask that question. Have the Government assessed as to what would be the effect in case these negotiations do not prove as successful as we want them?

**Shri Alagesan:** The main answer relates to that. The delivery of these two or three 50 MW units may spill over to the first year of the Fourth Plan.

**Shri Maheswar Naik:** May I know whether the original agreement did not stipulate any time limit for the supply? It was linked up with our Third Plan. Why was there no time limit stipulated in the agreement for the supply of the machinery?

**Shri Alagesan:** It was expected that the delivery would be completed by the end of the Third Plan and we now expect it may spill over to the first year of the Fourth Plan. But every effort is made. The matter is still under negotiations. The Russian Economic Counsellor has also flown to Moscow for this purpose. So, we expect that things may be expedited.

### Allotment of Wagons to Small Scale Salt Merchants

\*1259. **Shri Yajnik:** Will the Minister of Railways be pleased to state:

(a) whether the Railway Ministry accords different priorities to the same commodity salt-produced by Hindustan Salt Co., other big producers and the small scale salt merchants producing salt without licence in areas not exceeding 10 acres;

(b) the number of wagons allotted to the small scale salt merchants at the different stations on the Viramgam-Kharagoda line during the last six months;

(c) whether small scale salt merchants have not been given any wagons during the last few months to move their big stocks of salt produced during the present fair season; and

(d) whether more wagons will be made available to the small scale merchants during the next few months to save their salt from destruction before the onset of the monsoon season?

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):** (a) to (d). A statement is laid on the Table of the House.

#### STATEMENT

(a) Salt programmed by the Salt Commissioner and approved by the Railway Board and known as Zonal Salt moves under higher priority than non-programmed or non-zonal salt. Subject to this regulation, there is no distinction between small scale manufacturers and large scale manufacturers; the latter do not enjoy any higher priority for rail movements than the former. Within the demands placed for movement of non-programmed salt, priority is determined on the basis of date of registration, that is on the principle of first come, first served.

(b) Separate statistics of loading of salt in respect of small scale and large scale manufacturers are not maintained. Loading figures are