

They are like improving or widening the road, etc. May I know why so many items like these had not been completed even after ten years?

**The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur):** So far as completion of the work is concerned, we have to depend upon the agency of the State P.W.D. There are as many as 82 programmes, including 24 carried forward from the First Plan. We judge their performance by the amount they spend and that comes to about 80 per cent.

**Shri A. K. Gopalan:** May I know whether any enquiry has been made why the State P.W.D. cannot complete these works such as the improvement of the roads for such a long time?

**Shri Raj Bahadur:** Because there has been a backlog which had been pending for a long number of years involving construction of new roads, improvement of national highways, construction of bridges and culverts, etc. The State P.W.D. has to cope with the demand as best as possible within the limitations of resources, trained personnel, etc.

**Shri P. Kunhan:** From the statement I find that in respect of five items of work sanction has not been given. What is the reason for this delay?

**Shri Bhagavati:** The estimate for these works has not yet been received from the State P.W.D.

**Shri Imbichibava** asked a question in Malayalam.

**Shri Nambiar:** I shall translate it. What is the reason for not giving sanction for items 52 to 57 mentioned in the list?

**Shri Bhagavati:** It is not only for these items that sanction has not been given; there are other items also. For about 20 projects the estimates have not been received.

**Shri A. K. Gopalan:** May I know why the amounts that had been sanctioned had not been spent?

**Shri Raj Bahadur:** I have said that they have got their own State programme also to fulfil. Then they have got the national highway programmes to fulfil. Unless and until we have our own executing agency for the implementation of these projects, we would not be in a position to say anything about it.

**Mr. Speaker:** Shri Bhagwat Jha Azad.

**Shri Bhagwat Jha Azad:** Question No. 660.

**Mr. Speaker:** The Deputy Minister of Railways.—If any hon. Member is not attentive, I pass on to the next question, but if the hon. Minister is not attentive, I do not know what I should do.

**Shri S. V. Ramaswamy:** I am sorry, Sir. I apologise.

#### Wagons for lifting stocks at Bhilai Steel Plant

\*660. **Shri Bhagwat Jha Azad:** Will the Minister of Railways be pleased to state:

(a) whether the railways have been able to provide requisite number of wagons to lift the accumulated stocks of finished products at the Bhilai Steel Project; and

(b) how far railways have been able to clear the stock?

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):** (a) Yes, Sir.

(b) The despatch of finished products from Bhilai Steel Works during January 1962 to March 1962 has been as follows:—

January 1962	79,894 Tonnes
February 1962	94,710 Tonnes
March 1962	101,240 Tonnes

The high rate of clearance achieved in March was kept up in April also and the stocks come down by about 25000 Tonnes during the first three weeks of that month.

**Shri Bhagwat Jha Azad:** In answer to part (b) of the question the hon. Minister has given so many figures which we cannot follow. May I know what was the demand made by the Bhilai project in respect of the number of wagons and how many were supplied so as to meet the demand fully, as the hon. Minister has just now stated?

**Shri S. V. Ramaswamy:** The demand has been more than fully met. As a matter of fact, they have not fully utilised the wagons supplied to them. They have returned as many as 2,222 wagons in the first quarter of this year. There are certain teething difficulties in the Bhilai steel plant. Apart from the non-use there are heavy detentions in the exchange yard and loading points.

**Shri Bhagwat Jha Azad:** May I know whether the return of these wagons is due to the fact that the wagons demanded since so many months were not supplied to them and, all of a sudden they were supplied, all at a time?

**Shri S. V. Ramaswamy:** If the stocks were there and the wagons were supplied, the easiest thing would have been to load them.

**Shrimati Savitri Nigam:** What was the reason shown by the factory for the return of these 2,000 odd wagons?

**Shri S. V. Ramaswamy:** Obviously they could not load them.

**Shrimati Savitri Nigam:** I want to know the reason given by the factory.

**Mr. Speaker:** The Minister said that obviously they could not load them.

**Shri S. V. Ramaswamy:** They have not given us the reason why they could not load them.

**Shri Vidya Charan Shukla:** May I know if the Government have enquir-

ed why there was a shortfall in the supply of wagons to the Bhilai steel plant during January and February and, if so, what reasons have been found out?

**Shri S. V. Ramaswamy:** The House is aware that there was a certain emergency action and certain types of wagons had to be diverted for that emergency action.

**Shri M. K. Kumaran:** From the reply of the Minister, it seems that there is still a lack of co-ordination between the two Ministries as before. May I know whether the Government propose to take any steps to bring about proper co-ordination between the two Ministries?

**The Minister of Railways (Shri Swaran Singh):** I would like to assure the House and the hon. Member that there is complete coordination; there has been always coordination. The difficulty that was experienced by the Bhilai steel plant was due to the fact that certain items that they had manufactured could not be loaded on ordinary wagons and so they could not utilise each and every wagon because of this difficulty. They required a larger number of BFRs. On account of the emergency action in the month of December, these BFRs could not be supplied to them in adequate numbers. These supplies have been stepped up progressively and as my colleague has already stated, the accumulation has come down significantly.

**Shri Bhagwat Jha Azad:** As many as 2,000 wagons have been returned without assigning any cause. Do the railways propose to claim damage for it?

**Shri Swaran Singh:** No.

**Shri Bhagwat Jha Azad:** Why not?

**Shri Swaran Singh:** According to the normal rules, demurrage for detention, etc. are there. There is no question of special damages.

**Mr. Speaker:** Order, order. Even if the supplementary is so simple as

"Why not?", the hon. Member must wait and catch my eye. Direct talk cannot be allowed.

**Shri Bhagwat Jha Azad:** It has been stated in the Press also that there were shortages of wagons. There are a lot of contradictory statements. The hon. Minister is trying to hoodwink us.

**Shri S. V. Ramaswamy:** The hon. Member has used the word "hoodwink". It is not a proper word to be used in Parliament.

**Mr. Speaker:** It should be taken so seriously. "Hoodwink" is sometimes used in Parliament.

**Shrimati Savitri Nigam:** The hon. Minister mentioned that the right type of wagons were not supplied and that is why they could not be loaded. May I know who was responsible for sending the wrong type of wagons to the plant?

**Shri Swaran Singh:** I think that the hon. Lady Member has not followed the information which was attempted to be supplied. Certain wagons which went to the steel plant loaded with iron ore, coal etc. can also be used for loading certain type of materials like pig iron and the like. There are heavy materials like rails which cannot be loaded unless BFRs. are supplied. So, it is wrong to say that any wrong type of wagons were supplied. Certain materials were supplied to the steel plant and the wagons that are emptied can be used for loading, but they cannot be used for loading heavy materials. For that, we have to supply the other type of wagons called BFRs.

#### Power Supply in Delhi

\*661. **Shri Maheswar Naik:** Will the Minister of Irrigation and Power be pleased to state:

(a) the total requirements of power in the capital including its suburbs as against the total supply available at the moment; and

(b) the measures that are being taken to meet the increasing demand to the fullest extent?

**The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan):** (a) Total assessed power requirement— 122.2 MW

Total capacity available 95.0 MW

(b) A statement giving the requisite information is laid on the Table of the House.

#### STATEMENT

The following measures are being taken by the Delhi Electric Supply Undertaking to improve the Power supply position in the Capital:—

- (i) installation of one 30 MW steam generating set (under construction), by September/October, 1963.
- (ii) installation of one 15 MW set by the beginning of 1964.
- (iii) arranging for additional supply of 20 MW from the Bhakra-Nangal system in July, 1962
- (iv) installation of 2x50 MW sets by the end of 1965-66.

**Shri Maheswar Naik:** May I know whether Government is aware that certain new townships of the capital are still without power and even the allotment of those quarters has not been possible? If so, may I know what the Government is going to do to step up the supply of power to those areas?

**Shri O. V. Alagesan:** In the statement that has been placed on the Table of the House, the various steps that are proposed to be taken have been possible? If so, may I know missioned, it will be possible to supply power more satisfactorily.

**Shri Maheswar Naik:** Is it also a fact that in the very heart of the city, power-supply is staggered?

**Shri O. V. Alagesan:** At times, it becomes necessary to stagger it. But