

I want to assure the hon. Member that now the project would be implemented on dual fuel basis—gas and naphtha and no longer coal—and the project would be very expeditiously completed.

SHRI P.C. THOMAS: This is one of the prestigious projects of India where originally it was planned as 2400 MW project. We had gone in to Russia for assistance which had failed, and then to Japan which had also failed. What we understand is that the main reason for failure was that we had gone back from 2400 MW and we have come down to 420 MW which was found not feasible in the light of the large expenditure that has to be made on the project.

So, I would like to know whether the Minister and the Government will see that this project is finalised in the originally planned way itself by way of 2400 MW project.

Secondly, I want to know whether there are conditions as to how the supply from this project is to be given, and whether it is to be given to other States or whether it is to be given to Kerala or there are such conditions in this respect.

SHRI N.K.P. SALVE: There is no proposal before the Government for augmenting the capacity from 400 MW to 2400 MW, and the power generated would be supplied to Kerala.

Hydel Power Generation

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*87. SHRI SHRAVAN KUMAR PATEL:
SHRI MAHESH KANODIA:

Will the Minister of POWER be pleased to state:

(a) whether contribution percentage of hydel power sector to overall power generation in the country has been consistently declining from plan to plan;

(b) if so, the details thereof;

(c) whether in view of the highly eco-friendly nature of hydel power generation, Government plan to exploit the hydel potential more intensively; and

(d) if so, the steps proposed to be taken in this direction by the country's end?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL):

(a) to (d) A Statement is laid on the Table of the House.

STATEMENT

(a) There has been a decline in the relative share of hydel power in the overall installed capacity in the country since 1963-64.

(b) The installed capacity for generation of hydro power at the end of the various plan period is indicated below:—

Sr. No.	End of Plan	Total Capacity (MW)	Hydro Power Capacity (MW)	Hydro Power as % of total
1.	I	2695	940	35
2.	II	4653	1917	41
3.	III	9027	4124	46
4.	IV	15663	6965	42
5.	V	25680	10833	41
6.	VI	42565	14480	34
7.	VII	526	18358	29
8.	VIII	63291	22993	25.7

(c) and (d). For better tapping of the hydel potential available in the country, amongst the measures initiated are creation of specific public sector companies for setting up large hydro projects; higher allocation of plan resources including budgetary support for hydel schemes and offering special incentives for encouraging private sector participation in hydel development.

SHRI SHRAVAN KUMAR PATEL: Sir, it is observed from the figures given in a reply to a question raised in Rajya Sabha on 20.12.1994 that over the period of two Five Year Plans, that is, Sixth and Seventh, generation capacity of only 7,474 MW was added while in the first three years of the Eighth Plan, an additional capacity of 2,111 MW was created. In the rest of the two years of the Eighth Plan, additional capacity of another 7,171 MW is targeted to be added, which is almost equal to what was created during the 15 years of the said three Five Year Plans.

Therefore, I would like to know what special steps are to be taken during the left over period of the Eighth Plan to accelerate the pace so as to achieve the target and whether the hon. Minister is hopeful to achieve the target and would assure the House that it would still be possible to achieve it.

THE MINISTER OF POWER (SHRI N.K.P. SALVE): Sir, in our reply to the main question, we have already mentioned the steps we are contemplating to augment the hydel power generation. Among the measures initiated for better tapping of the hydel potential available in the country, are: (i) creation of specific public sector companies for setting up large hydel projects—as many as six Central public sector undertakings have been created only to tap the hydel projects; (ii) higher allocation of plan resources, including budgetary support for hydel schemes; and (iii) offering special incentives for encouraging private sector participation in hydel development.

SHRI SHRAVAN KUMAR PATEL: Sir, may I know how the cost of hydel power generation and transmission compares with the cost of thermal and nuclear power, how

far it is more-eco-friendly, what is the total hydel power generation potential remaining untapped in the country, and whether any action plan has been drawn up for optimum utilisation of this potential?

SHRI N.K.P. SALVE: Sir, the total potential at sixty per cent Plant Load Factor has been determined by the Central Electricity Authority as 84,044 MW. Out of this, the potential which is already developed and harnessed is 12,408.97 MW and the potential under development is 5,829.30 MW. It is extremely important for us to have a proper balance between thermal and hydel power and I think I have already mentioned the three steps we have contemplated to make our entire power system more efficient, especially the transmission and distribution part.

[Translation]

SHRI SURAJ MANDAL: Mr. Speaker, Sir, the government propose to make a new scheme for power generation. The capacity of all the three hydel projects i.e. Tillaiya, D.V.C. and Panchet, which are related to Damodar Valley Corporation, is decreasing with every passing day and the reservoir of Tillaiya should generate more power but it has been fixed at only 10 megawatt. I would like to know from the government whether the government would work towards strengthening these old hydropower projects to ensure a power generation to its full potential?

SHRI N.K.P. SALVE: I have no knowledge about the projects of Damodar valley which the hon. Member has mentioned but I can say in principle that we will try our level best to improve all our present projects and central public undertakings.

[English]

Inland Waterways

*88. SHRI BIJOY KRISHNA HANDIQUÉ: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether all the existing national inland waterways have been put to use;

(b) whether any study has been conducted on the effective use of these waterways; and

(c) if so, the recommendations made therein?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) A statement is laid on the Table of the Lok Sabha.

STATEMENT

(a) Yes, Sir.

(b) & (c) Techno-economic feasibility studies had been conducted on the 3 National Waterways namely the Ganga, the Brahmaputra and the West Coast Canal prior to their declaration as National Waterways.

The studies had revealed that these 3 National Waterways namely Haldia-Allahabad stretch (1620 Kms.) of Ganga-Bhagirathi-Hooghly river system, Dhubri to Sadiya stretch (891 Kms.) of river Brahmaputra and Kottapuram to Kollam stretch (168 Kms.) of West Coast Canal alongwith Champakara Canal (14 Kms.) and

Udyogmandal Canal (23 Kms.) are economically viable for the effective use for IWT besides being a fuel efficient and eco-friendly mode of transport.

SHRI BIJOY KRISHNA HANDIQUÉ: Mr. Speaker, Sir, although the Inland Waterways Authority of India was formed in 1986, it has managed to put a few vessels afloat on the waterways. One of the recommendations in a study made by the Ministry of Surface Transport was to urge the State Governments to industrialise areas near major rivers in a planned manner at a faster pace so that not only the existing waterways can be sustained but also new waterways can be created. May I know from the hon. Minister whether the State Governments have responded to this recommendation and whether they are assured to provide modernised infrastructural facilities like channel dredging and maintenance, navigational aids, and traffic regulations?

SHRI JAGDISH TYTLER: Sir, no doubt, the recommendation was there and we had requested the State Governments, especially of Bihar, U.P. and West Bengal, I am happy to say that they have initiated action on that.

SHRI BIJOY KRISHNA HANDIQUÉ: Mr. Speaker, Sir, the I.W.T. Authority of Assam claims that the Dhubri-Tezpur sector of the river Brahmaputra—which is mentioned in the statement - is always a third force in the transportation system after the railways and roadways. May I know from the hon. Minister whether the length of this stretch from Dhubri to Tezpur needs expansion and transport service needs improvement? A proposal to that effect has been submitted by the I.W.T.; if so, I want to know whether the Government has accepted the proposal. I also want to know whether the reopening of the sector between Dhubri and Calcutta on regular basis is being proposed by the Government.

SHRI JAGDISH TYTLER: Sir, the terminal facilities are available at Dhubri and Pandu and also it has been decided to reconstruct the collapsed RRCC jetty of North Eastern Council by I.W.A.I. It has also been proposed to have during the Eight Plan, 24-hour navigation facilities for which action has already been taken and the tenders are also under finalisation.

SHRI HANNAN MOLLAH (Uluberia): Sir, I would like to know through you when was this techno-economic feasibility study report available with the Government and what steps the Government has taken to implement those recommendations contained in the report except declaring those waterways as national waterways. I want to know whether the transport lobby is opposing to expand waterways and delaying this programme and if so, what steps the Government is taking to face that situation and introduce this system which is most fuel-efficient and by which we can utilise the easily available water resource in our country.

SHRI JAGDISH TYTLER: Sir, first of all, no transport lobby can influence us. The question does not arise. We are rather encouraging every step in which waterways should be used.