

this, a handling ash plant is also being set up so as to certain pollution.

[*English*]

SHRI PRITHVIRAJ D. CHAVAN: Sir, out of the 66 coal based thermal power stations, the Minister has stated that work on 24 thermal stations is being taken up since September, 1984 and 13 thermal stations will be taken up in the Eight Plan. This adds to only 37 stations. I want to know what about the remaining 29 thermal power stations whether these are to be taken up in the Ninth Plan?

[*Translation*]

KALP NATH RAI : Mr. Speaker, Sir, I have already stated that work on 34 station and not 24 stations have been completed. Work is in progress in 70 units. Work on 13 units will be taken up in the Eighth Plan.

[*English*]

SHRI PRITHVIRAJ D. CHAVAN : Sir, thermal station and thermal unit are different things. Only 24 thermal stations have been taken up since 1984 and thirteen thermal stations are being taken up in the Eighth Plan, out of 66 thermal stations.

[*Translation*]

SHRI KALP NATH RAI : Mr. Speaker, Sir, there are 134 units in 60 thermal power stations. I have already said that work is in progress in 70 units and completed irrespect of 34 units. Work in 13 units will be taken up in the Eighth Plan.

#### **Funding of Suburban Railway Projects in Bombay**

\*760. SHRI RAM KAPSE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government had proposed a tripartite arrangement among the Government of Maharashtra, IRCON (Indian Railways Construction Company) and

the Railways regarding commercial exploitation of Railway premises in Bombay for subsequent use of the earnings for funding the Suburban Railway projects in Bombay;

(b) whether the Government of Maharashtra has agreed to this proposal; and

(c) if so, the further action being taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) The proposal has not been finalised, because the modalities have not yet been worked out.

(b) No, Sir.

(c) Does not arise.

SHRI RAM KAPSE : Sir, the Railway Board, in 1986, had decided not to spend in metropolitan cities for new railway projects and it expects that the Urban Development Department should spend for it. The Urban Development Department has no money for that. So, is it true that is is proposed to raise the funds in metropolitan cities by utilising air space over railway stations for construction of commercial complexes?

SHRI MALLKARJUN: Sir, it is in order to mobilise additional resources that since 1986, the Railways have decided to take up pilot project to utilise the piece of land in a metropolitan city, particularly to take up Bandra in Greater Bombay In this connection, the Railways had a meeting with the Bombay Regional Development Authority (BMRDA) to agree for it because over for this land which we are going to use, the change of land use permission has to be taken from the State Government and the BMRDA has agreed for it. Certain modalities have also been worked out and ultimately a draft proposal, which had been agreed to by the Board, was also signed by the BMRDA. But, unfortunately, the BMRDA, after having signed it, has put a condition and the condition is that the surplus amount which we will get will not be deposited in the Consolidated Fund of India. In this connection, as you

know, Sir, we have to adhere to the Constitution and the Government revenues will have to be put in the Consolidated Fund of India.

Apart from that, the BMRDA'S condition was that there should be no Parliamentary control. But we have to here to the Constitution of India. Later what has happened is that since this is not going to be workable, a barter agreement has been made. IRCON which will be working on this piece of land, will construct the office-cum-commercial complex. The Western Railway will utilise the office portion and the IRCON will utilise the commercial portion. IRCON will construct the infrastructural things in the suburban railway. But this agreement had to be sent to the Finance Ministry and other Ministries. The Finance Ministry's comments have been that even this barter agreement is not reasonable. So, it has been turned down by them. Therefore, now we have to go back and decide about whatever the Board approves and the draft agreement which has been signed by the BMRDA.

SHRI RAM KAPSE: Sir, I have asked the question whether the Government of Maharashtra has agreed to this proposal and the reply of the Ministry is 'No, Sir'. But it is my personal knowledge that the Government of Maharashtra has agreed to this proposal. BMRDA has cleared the whole idea. The only problem with the Railways is whether they can spend the amount, and for that it was suggested the IRCON will keep the money derived from commercial exploitation and then use the same for further suburban railway project. So, will the hon. Ministry try with the Finance Ministry again and help the Bombay commuters to get a new railway project there?

SHRI MALLIKARJUN: Sir, As I have informed, there was only an agreement between the B.M.R.D.A. and the Railways. In fact, it has to be approved by the Mahar-

ashtra Government under its Act-Regional and Urban Planning Act, 1966. However, as has been mentioned, when this complication has come into picture, it has been referred to the Ministries and it is with the Ministry of Finance. It has not agreed for the barter agreement. Therefore, what is being suggested to B.M.R.D.A. is that it should not insist that the amount should be kept in a separate account. It will be in the Consolidated Fund of India. Only then further action will be taken....[Interruptions]

SHRI RAM KAPSE: My question is whether you will speak with the Ministry of Finance again to help the Bombay commuters.

SHRI MALLIKARJUN: We will certainly speak with the Ministry of Finance again and again. If this is approved, it will be a viable solution for both B.M.R.D.A. and the Railways.

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#### WRITTEN ANSWERS TO QUESTIONS

[Translation]

#### Rihand Dam

\*757. SHRI RAM NIHORE RAI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Rihand Dam in Sonbhadra district of Uttar Pradesh has been constructed for power generation;

(b) if so, the number of thermal power stations to which water is provided from this dam and the number of private thermal power stations to which water is proposed to be provided from there;