

taken to check such wastage of resources?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) Yes, Sir.

(b) (i) A Refuse Incineration cum-Power Generation Plant, with research and development ramifications, was set up in Delhi in 1987 with Danish assistance. The project was installed on a turn-key basis by a Danish company who were responsible for the design, supply of plant and equipment, and providing the requisite technology. The company used its own experience and expertise in assessing the calorific value of Delhi's garbage and designing the plant. The turn-key contractor failed to demonstrate successful operation of the plant. In July, 1990, the Government decided to wind up the project, and compensation for the full project cost has been claimed from the Danish company. Arbitration proceedings have been initiated in the case.

(ii) A research and development (R&D) project for the development of coal based Magneto Hydro Dynamic (MHD) technology, including the setting up of a 5 MW thermal in-put experimental plant, was started in 1977 with Soviet scientific cooperation. The pilot plant was commissioned in 1985 using blue water gas produced from coal in the plant. The objective was to generate plasma by burning the gas at temperatures exceeding 2800°C and to produce electricity by passing the plasma through a magnetic field. It was after the commissioning of the plant using coal as the basic fuel that long duration trial runs were conducted by using a higher calorific value LPG for testing the pilot plant systems. The project has successfully demonstrated, at the experimental level, the technological feasibility of generating electricity using MHD technology. Commercial generation of electricity based on MHD technology was not the immediate objective of the R&D project.

(iii) An amount of about Rs. 24 lakhs was sanctioned to Andhra Pradesh in 1987 for installation of 150 wind pumping units. The State authorities procured only

77 units, out of which 29 were reportedly working. In view of this unsatisfactory implementation, the project was foreclosed in 1990, and out of Rs. 18 lakhs released to the State, a refund of about Rs. 6.00 lakhs has been obtained. The State has been asked to rectify the non-functional units and to make them operational. The wind pump demonstration programme is being implemented satisfactorily in various parts of the country.

(iv) A project using rice husk to run a 1.5 MW pilot plant was approved by the Punjab Government in the State sector in May, 1986, at a cost of Rs. 2.9 crores. In March, 1987 DNES agreed to extend a grant-in-aid of Rs. 1.45 crores and a total amount of Rs. 1.1 crore was released till March, 1988. However, the State authorities revised the financial pattern and scope of the project which is now estimated to cost about Rs. 10 crores. The revised project was not found acceptable by DNES and the Punjab Government was asked to refund the grant assistance. An amount of Rs. 1 crore has already been refunded by the State.

(c) and (d) No malafide action on the part of any individual has been reported. In order to ensure effective utilisation of resources, a more rigorous appraisal and monitoring of projects is being undertaken by high-level scientific committees and independent experts and organisations.

Macherla-Raichur and Vikarabad-Krishna Railway line

*475. DR. RAVI MALLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey for construction of a railway line from Macherla (A.P.) to Raichur (Karnataka) and from Vikarabad (A.P.) to Krishna has been completed;

(b) if so, the details thereof and the action proposed to be taken in this regard; and

(c) if not, when the survey is likely to be taken up?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) Preliminary Engineering cum traffic surveys for new BG line between Raichur and Macherla and Vikarabad and Krishna

were carried out by S.C. Railway in 1988. The cost of Vikarabad-Krishna (148 km) was then assessed at Rs. 86.31 cr. with a negative rate of return. Similarly the cost of Raichur-Macherla (293 km) new BG line was then assessed at Rs. 191.10 cr. with a rate of return of 1.5%. A survey for extending the proposed line from Raichur to Gadag has been ordered. Further action will be decided after survey is completed.

(c) Does not arise.

Recruitment of Safai Karamcharis

*476. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether due to shortage of the safai karamcharis sanitation on railway stations and railway compartments has deteriorated considerably;

(b) whether there has been a ban on recruitment of safai karamcharis since July, 1981; and

(c) whether the Government propose to bring about improvement in the sanitation system by making fresh recruitment?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Oil refinery in Orissa

*477. DR. KARTIKESWAR PATRA:
SHRI ANADI CHARAN DAS:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the actual demand and supply of petrol and diesel in Orissa as on March 31, 1991 and July 31, 1991 and the details of the steps taken / proposed to be taken to bridge the gap between demand and supply;

(b) whether any oil company has submitted in the past a project report to the Government for setting up of an oil refinery in the State; and

(c) if so, the action taken or proposed to be taken thereon?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) 53957 MT petrol and 425758 MT diesel was supplied during 1990-91. 20116 MT petrol and 151071

MT diesel was supplied during April-July, 1991. The entire demand at retail outlets is being fully met.

(b) and (c) Yes, Sir. The proposal is under the consideration of Government.

[Translation]

Restoration of train services running from Samastipur

*479. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given on July 16, 1991 to the Unstarred Question No. 208 regarding restoration of train services running from Samastipur and state the date from which these five pairs of trains had been running and the time by which these trains are likely to be restored?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): The dates of introduction of the five pairs of trains are given below:

1. 331 / 332 Samastipur-Nirmali Passenger initially introduced between Darbhanga-Nirmali w.e.f. 1.4.1958 and extended upto Samastipur w.e.f. 1.10.1958.
2. 459 / 460 Samastipur-Darbhanga Passenger introduced w.e.f. 1.5.1985.
3. 425 / 426 Darbhanga-Narkatiaganj Passenger initially introduced between Darbhanga-Raxaul w.e.f. 1.10.1984 and extended upto Narkatiaganj w.e.f. 1.5.1985.
4. 327 / 328 Darbhanga-Jaynagar Passenger initially introduced between Mahendrugat-Jaynagar w.e.f. 1.5.1958 and curtailed on Mahendrugat-Darbhanga section w.e.f. 2.5.1959.
5. 321 / 322 Darbhanga-Jaynagar Passenger initially introduced between Madhubani-Jaynagar w.e.f. 1.4.1983 and extended upto Darbhanga w.e.f. 1.10.1986.

At present there is no proposal to restore these trains.