

tion to prevent road accidents in Delhi:—

(i) Three Magistrates have been deputed to check and deal with traffic violators on the spot in the Connaught Place area during the peak traffic hours.

(ii) One whole-time Mobile Court is functioning throughout the areas of New Delhi and Old Delhi.

(iii) Mobile traffic patrols are sent on motor-cycles to cover important busy roads during the peak hours to detect cases of traffic violation and help in removing traffic hold-ups.

(iv) Speed checks are carried out frequently on all 'accident-prone' roads.

(v) Traffic staff is posted at all important cinema houses to deal with the traffic obstruction caused on the public road by the operators of taxicabs, auto-rickshaws, motor-cycle rickshaws and tongas, at the end of the cinema shows.

(vi) Some of the narrow and congested roads have been closed to heavy transport vehicles.

(vii) Major roads are being widened and automatic traffic signals installed, wherever necessary Roundabouts have been built at various inter-sections. Separate tracks for cyclists have also been provided on some roads.

(viii) The Railway authorities have agreed to provide a cantilever bridge for pedestrians and cyclists on the existing Jamuna bridge. This will help in considerably reducing congestion on this rather busy bridge. The Railways are also understood to be considering the question of construction of an over-bridge on Rohtak Road and another such bridge near the Bengali Market to link old Delhi with New Delhi. This measure will reduce congestion in some of the busy areas and automatically reduce the number of accidents.

(ix) Slides, displaying road safety instructions, are shown in a number of cinema houses in Delhi and New Delhi. Cautionary sign boards have been permanently fixed at dangerous road intersections.

Halt Station at Korai on S. E. Railway

2755. Shri Mallick: Will the Minister of Railways be pleased to state:

(a) whether there has been any proposal to convert the Korai-pass-Diva-Panvel-Uran Apta Broad Gauge Railway (Orissa) into a Flag Station; and

(b) if so, whether it will be implemented during the Third Five Year plan period?

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

(b) The matter is under examination.

Small Hydel Schemes

2756. { **Shri R. G. Dubey:**
Shri S. B. Patil:

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

(a) the number of small hydel schemes taken up in different parts of the country with a view to harness smaller falls;

(b) whether Mysore State provided any such schemes; and

(c) whether it is a fact that the machinery required for the schemes can be manufactured in the workshop at Tungbhadra, saving thereby the foreign exchange?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) In all, fifteen schemes have been taken up. Out of these, two (one in Jammu and Kashmir, and one in Himachal Pradesh) have been completed. Work on the remaining schemes is in progress.

(b) No.

(c) The possibility of manufacturing turbines of 3 to 6 KW capacity at the Tungabhadra workshop is being examined.

Power Supply in Mysore State

2757. { Shri R. G. Dubey:
Shri S. B. Patil;

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 674 on the 11th May, 1962 and state:

(a) the exact amount of power storage in Mysore State in terms of the contractual obligation on the part of Mysore Government;

(b) whether Mysore Government have submitted a package plant as a stand-by for the Bangalore City and also meet the pressing immediate needs of industries; and

(c) what are the details?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) At the end of the second Plan period, the assessed demand for power in the State was 184.3 MW against the available firm generating capacity of 151.4 MW. Thus, there was a shortage of 32.9 MW. Details of contractual obligations are not available.

(b) and (c). A proposal for the installation of two gas turbine package plants of 10 MW capacity each, at Bangalore, at an estimated cost of Rs. 1.20 crores has been received from the State Government and is under consideration.

Sugar Factory at Mudhol

2758. { Shri R. G. Dubey:
Shri S. B. Patil;

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the progress made in setting up of a sugar factory at Mudhol in

Bijapur District of Mysore State; and

(b) in case there is no progress what action Government propose to take in the matter?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a) and (b) A draft licence was issued in June, 1960 for setting up a sugar factory at Mudhol. The same was cancelled in October, 1961 as the licensee failed to take effective steps to establish the proposed sugar factory.

Karnafuli Dam Project

2759. { Shri E. Madhusudan Rao:
Shri D. C. Sharma:
Shri R. Barua:
Shri Dinesh Bhattacharya:

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

(a) whether it is a fact that some villages in Demagiri area in Assam have been flooded due to the construction of Kaptai Dam on the Karnafuli River in East Pakistan; and

(b) if so, the action taken by Government in the matter?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) The dam was commissioned before the surveys were completed and before it could be filled to the proposed levels by the monsoon flow. It would be premature to assess the extent of flooding under the changing present conditions.

(b) The Government of Assam have been requested to take necessary action to rehabilitate the displaced persons, as a first step.

Divya-Panvel-Uran Apta Broad Gauge Line

2760. Shri Shivaji Rao S. Deshmukh: Will the Minister of **Railways** be pleased to state:

(a) whether the construction work of Divya Panvel-Uran Apta broad gauge line has commenced;