

conditions of tide, are not available at Haldia. Normally, vessels enter and leave the Haldia dock system on high water so that the River Bars can be negotiated with difficulty. Facilities for exit and entry of vessels into the impounded dock system at Haldia is dependent on tide and not on impounding system.

Haldia Dock complex was conceived as an impounded dock system. By the impounding system the level of water inside the dock is maintained at the required level and does not fluctuate with the water levels in the river which are dependent on tides. As has been indicated above, impounding facilities are available at Haldia. As such there has been adverse impact on Shipping and Traffic.

Setting up of Power Finance Corporation

1307. SHRI K. PRADHANI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Department of Power propose to set up a Power Finance Corporation;

(b) if so, its broad pattern estimated equity capital base and objectives;

(c) whether the Corporation would be allowed to raise market borrowings, float bonds and seek contributions from the State Electricity Boards to build up its investment; and

(d) when it is likely to come into being ?

MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (d). A proposal to set up a Power Finance and Development Corporation is under examination.

[Translation]

Conversion of Darbhanga-Jayanagar Rail Into Broad Gauge Line

1308. SHRI ABDUL HANNAN ANSARI : Will the Minister of RAILWAYS be pleased to state;

(a) whether any proposal to convert Samastipur-Darbhanga metre gauge section into broad gauge had been approved;

(b) whether a survey for converting metre gauge line from Darbhanga to Jayanagar into broad gauge line had completed in 1983; and

(c) if so, the time by which work on both these schemes will be taken up ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir.

(b) Yes, Sir.

(c) The execution of the conversion of Samastipur-Darbhanga Metre Gauge section into Broad Gauge, which is an approved project, will depend on availability of resources.

The question of taking up the conversion of Darbhanga-Jayanagar section will have to wait till the resource position improves.

[English]

Rayachur Macherela Rail Link

1309. SHRI M. RAGHUMA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to link Rayachur with Macherela via Deverkonda-Jedcherla ;

(b) if so, the details thereof of ;

(c) whether any survey has been conducted so far ;

(d) if so, the funds actually sanctioned and expenditure incurred so far ; and

(e) whether project will be expedited in view of its socio-economic importance ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c). A Preliminary- Engineering - cum - Traffic Survey for a new Broad Gauge line between Macherla and Raichur via Gadwal is in progress. The length of the proposed line is expected to be about 260 Kms. The progress of the Engineering Survey is over 60%. The traffic survey has not been started so far.