

The details of the cost over-run are :—

(Rs. in crores)

(i) Escalation	384.10
(ii) Change in scope	92.14
(iii) Increase in quantity	69.61
(iv) New Items	22.15

TOTAL : 568.00

The revised cost estimates for the Project require clearance by the Public Investment Board and the Cabinet Committee on Economic Affairs.

**B. Chamera Hydro-electric Project Stage I—**The revised estimated cost of

the Chamera Hydro-electric Power Project Stage-I (3×180 MW) of the National Hydro-electric Power Corporation is Rs. 1743.16 crores (March, 1991 price level). There is a cost over run of Rs. 933.87 crores. The details of the cost over-run are :—

(Rs. in crores)

(i) Escalation	293.50
(ii) Change in scope	111.01
(iii) Statutory variation	114.02
(iv) New Items	106.37
(v) Interest during construction	308.97

TOTAL : 933.87

The revised cost estimates for the Project require clearance by the Public Investment Board and the Cabinet Committee on Economic Affairs.

**Price of Natural Gas Supplied to Fertilizer Units**

4645. SHRI UDDHAB BARMAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the price per thousand cubic

(i) Offshore gas at landfall point and onshore gas	Rs. 1400/1000 M <sup>3</sup>
(ii) Gas sold along the HBJ pipeline	Rs. 2250/1000 M <sup>3</sup>
(iii) Gas sold in the N.E. states with a provision for discount upto Rs. 500/1000 M <sup>3</sup> in individual cases	Rs. 1000/1000 M <sup>3</sup>

metre of natural gas supplied to fertilizer units in different States. State-wise; and

(b) the reasons for the variation in prices?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) The prices of natural gas have been fixed as follows with effect from 30-1-1987 :—

(b) The lower in Assam is because of the concession given to North Eastern States keeping in view the backwardness of the region. Actual prices vary on account of transportation costs, local levies etc.

#### **Lanka-Badarpur Railway Line**

4646. SHRI UDDHAB BARMAN: Will the Minister of RAILWAYS be pleased to state

(a) whether a survey was conducted twice to find out the possibility of building up an alternative railway line from Lanka to Badarpur in place of the present Lumding to Badarpur line in Assam;

(b) if so, the findings of the survey;

(c) whether there is any plan to construct this railway line; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir. However Surveys have been conducted for new railway lines from Jagi Road to Badarpur and Lanka to Silchar.

(b) Does not arise.

(c) No, Sir.

(d) Constraint of resources.

#### **Daleswari Hydrel Power Project**

4647. SHRI UDDHAB BARMAN: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the stage at which the Dhaleshwari Hydrel Project (Bhairabi) stands at present; and

(b) the time by which it is likely to be commissioned?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b) The Dhaleshwari (Bairabi) Hydrel Project in Mizoram had earlier been considered as a multi-purpose project and the power generation component of the project was accorded techno-economic clearance by the Central Electricity Authority in October, 1988 subject, inter-alia, to only 60% of the project cost being allocated to power generation. The Government of Mizoram has since requested that the project be reconsidered for clearance as a purely hydro-electric project with full cost chargeable to power generation. In view of the high cost of generation and large submergence, the Central Electricity Authority and the National Hydro-electric Power Corporation have been asked to re-examine the techno-economic feasibility of the project purely as a hydro-electric project.

#### **Vacancies in Indian Airlines**

SHRI RAMCHANDRA VEERAPPA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether a number of vacancies of loaders, helpers and peons, reserved for SCs/STs, are lying vacant in its Northern Region office at Safdarjung Airport, New Delhi for long;

(b) if so, the details thereof; and

(c) the step taken to fill up these vacant posts?