

Kottur-Harihar Railway Line

1119. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether government have a proposal to construct a railway line from Kottur in Bellary district to Harihar in Chitradurga district of Karnataka;

(b) whether survey of the project has already been completed;

(c) if so, the reasons for delay in starting the construction of that line; and

(d) when it will be taken up?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Yes, Sir. A survey was carried out in 1971 and again updated in 1986.

(c) Due to financial unremunerativeness of the project and constraint of resources.

(d) Does not arise.

Conversion of Kotpadi-Tirupathi Railway Line

1120. SHRI M.G. REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the narrow gauge railway track from Kotapadi to Tirupathi was surveyed for conversion into broad gauge-line; and

(b) if so, the further action taken in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Yes, Sir. Survey for conversion of Tirupati-Pakala

MG Rail line into BG and Pakala-Katpadi, parallel BG line, was carried out in 1986. The cost of the project as per survey was Rs. 49.99 crores with a rate of return of 4.43%. Due to acute constraint of resources and heavy commitments already on hand for gauge conversions/new lines there is no proposal for taking up this project.

Revision in Royalty of Coal

1121. SHRI BHAKTA CHARAN DAS: Will the Minister of ENERGY be pleased to state:

(a) whether the revision in the royalty rates of coal has become due since 1985;

(b) if so, the reasons why the royalty rate of coal has not been revised so far;

(c) whether some State Governments had represented to Government to revise the royalty rates; and

(d) if so, the action taken thereon?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Section 9(3) of the Mines and Minerals Regulation and Development Act provides that the Central Government may enhance or reduce the rate of royalty but stipulates that the Central Government shall not enhance the rate of royalty more than once during any period of three years. Prior to 1986, the stipulated period was four years. The last revision of royalty on coal was in 1981 and, therefore, royalty could have been revised from 1985 and once in three years thereafter.

(b) to (d). The issue of revision of rates of royalty on coal was considered by the Government. Many State Governments have also represented the Central Government to revise the royalty and fix it on an ad-valorem basis. The rates of royalty have not been

revised because of the problems posed by the levy of cesses at high rates by some State Governments which have contributed to substantial increase in price of coal paid by the users.

[*Translation*]

Improvement in Train Services

1122. SHRI HARSH VARDHAN: Will the Minister of RAILWAYS be pleased to state;

(a) whether the train services and passenger amenities provided by railways are comparable to the air services and passenger facilities of Indian Airlines; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Nature of service and traffic requirements are different.

[*English*]

Demand and Supply of electricity in Orissa

1123 SHRI BHAJAMAN BEHERA:
SHRI ANADI CHARAN DAS:

Will the Minister of ENERGY be pleased to state:

(a) whether several industries in Orissa have either become sick or are on verge of closure due to inadequate power supply to the State;

(b) if so, the gap between the demand and availability of electricity in Orissa; and

(c) the action taken or proposed to be taken to assure adequate electricity supply

to the State?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Industrial production is dependent on several factors and adequate supply of power is only one of them.

(b) During April 1989 to February, 1990, Orissa faced an energy shortage of 22%.

(c) In order to improve the availability of power in the State, various measures are being taken which include expediting commissioning of new capacities, optimum utilisation of existing capacities, reduction in transmission and distribution losses. In addition, Orissa is also entitled to its share from the Central Generating Stations in the Region. Assistance is also provided to Orissa from the neighbouring States/systems to the extent possible.

Supply of B.G. Empty Wagons at Itwari Transshipment Point

1124. SHRI R.N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) the average detention period of narrow gauge loaded wagons requiring transshipment at Itwari transshipment point on the South Eastern Railway for want of broad gauge empties based on traffic offered during the last three years, year-wise;

(b) whether due to inadequate supply of broad gauge empty wagons, majority of goods/mineral traffic has been diverted to Roadways;

(c) whether Gondia and Itwari transshipment points co-existed earlier for clearance of goods/mineral traffic from narrow gauge side to maintain economy of Satpura Hilly Region; and