

(c) the time by which approval to the Suratgarh power project would be accorded?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The coal linkage for Suratgarh Power Project (2 X 210 MW) has been given from the North Karanpura Coalfield and coal supply is scheduled to commence from the year 1995-96.

[English]

77 *Failure*
Provision of A/C in Cholan Express

3076. SHRI S. SINGARAVADIVEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no Air-Condition facility in any of the long distance trains on the main line between Thanjavur and Madras;

(b) whether there is a demand for A/C in the Cholan Express and Rameshwaram Express in particular; and

(c) if so, the action taken in this matter?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) Some demands have been received.

(c) Presently not feasible due to non-availability of adequate A. C. coaches.

[Translation]

7 *Uttar Pradesh*
Industrial Development of Eastern UP

3077. SHRI RAM KRISHNA YADAV: Will the Minister of INDUSTRY be pleased to state:

(a) whether Eastern Uttar Pradesh is industrially extremely backward area and if

so, the details of the steps being taken by Government for its industrial development;

(b) whether Government propose to issue licences to set up any large scale industry in the no-industry district, Azamgarh or whether there is any crash programme to develop cottage industries in this district; and

(c) if so, the details in regard thereto?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). Industrialisation of particular district (s) in a State is primarily the responsibility of the State Government concerned. However, the Central Government supplement their efforts by offering certain incentives such as priority in licensing, concessional finance, etc. to entrepreneurs setting up industries in centrally declared backward district. The following districts in Eastern UP have been declared as centrally backward and are eligible to receive the above incentives:

1. Azamgarh
2. Bahraich
3. Balia
4. Basti
5. Deoria
6. Faizabad
7. Ghazipur
8. Gonda
9. Jaunpur
10. Pratapgarh
11. Sultanpur

Applications for setting up industries in Azamgarh district as and when received will be considered on merits in accordance with the prevailing licensing policy.

[English]

3078
Operational Difficulties in Passenger Service Between Howrah and Naihati

3078. SHRI AMAL DATTA: Will the Minister of RAILWAYS be pleased to refer to the reply given on 7 July, 1990 to Unstarred Question No. 38 regarding passenger service between Howrah and Naihati and state:

(a) the details of the operational difficulties in starting a passenger service between Howrah and Naihati in the Sealdah division of Eastern Railway;

(b) when and by whom the feasibility study was made; and

(c) whether any traffic survey has been made by the Railways to assess the requirement of such a service?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The route for Howrah-Naihati train will be via Bandel. Presently, 17 pairs of EMU trains with the provision of one EMU rake and 3 pairs of on-EMU passenger trains are running on Naihati-Bandel section. These trains are dealt with both at Bandel and Naihati on a bay-platform without having any infringement with the main line. Running a direct train between Howrah and Naihati via Bandel will involve reversal of direction which will take about 10 minutes time. It will also be necessary to deal with proposed Howrah-Naihati (via Bandel) trains on platform No. 2 and 3 at Bandel where large number of EMU trains originate/terminate and run through. Blocking of plat-

form by a rake will cause severe operational constraints when a large number of trains pass through those platform lines. Running time between Naihati and Bandel is 20 minutes each way. Taking into account the terminal time at Bandel and Naihati for reversal of direction, the proposed train between Howrah and Naihati will require extra time of 60 minutes. None of the EMU rakes at Bandel has a lie-over of more than 60 minutes during the day time and, therefore, additional rake will be required for the proposed train which is presently not feasible due to acute shortage of EMU coaches.

(b) The examination was not undertaken by any individual officer. The demand for running Howrah-Naihati train is an old one and it has been examined by the Eastern Railway on several occasions on the basis of master-chart/layout of stations etc.

(c) A survey done in July '90 indicated only 111 passengers on an average travelling per train from stations on Howrah-Bandel section to those on Bandel-Naihati section by 40 trains running daily on Naihati-Bandel section.

[Translation]

Uttar Pradesh
Sr. **Allocation of Kerosene to U.P**

3079. SHRI HARSH VARDHAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the quantity of kerosene allocated to Uttar Pradesh in each month from January 1990 to July by Union Government?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPAD-ASWAMY): The quantity of Kerosene oil allocated to Uttar Pradesh for each month from January to July 1990 is as under: