

**Statement**

Sl. No.	Scheme	Estimated cost (Rs. in crores)	Remarks
1.	North Bengal TPS (Dhumdanghi) West Dinajpur	113.52	The project report sent by the State to CEA lacked essential details relating to site investigation, feasibility of supply of coal and its transportation, and availability of water, etc. The scheme was, therefore, returned by CEA to the West Bengal State Electricity Board in March, 1981.
2.	Murshidabad TPS (Sugardighi)	1385	Instead of 4 × 500 MW units, it is now proposed to instal 5 × 210 MW + 2 × 500 MW units. A revised proposal is awaited from WBSEB by CEA.
3.	Bakreshwar TPS (Birbhum)	682.58	CEA has already accorded techno-economic approval to these schemes, and Department of Power has recommended them to the Planning Commission. These schemes also are in the State Sector and it is for the State Government to identify necessary resources and obtain investment decisions.
4.	Teesta Canal Falls	80.70	
5.	Mejia TPS (Bankura)	566.40	CEA has accorded techno-economic clearance to the scheme which has also been approved by the Public Investment Board. The first unit is envisaged to be commissioned during 1990-91 followed by the remaining units at successive intervals of 9 months each.

**Application of Essential Services Act on Dock workers**

4540 SHRI M. RAMACHANDRAN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state whether there is any proposal for making the Essential Services Act applicable to the Dock workers ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : "Essential Service" as defined in the Essential Services Maintenance Act, 1981, inter-alia, includes any service in, or in connection with the working of, any major port, including any service connected with the

loading, unloading, movement or storage of goods in any such port. Dock workers employed in the major ports are thus covered under the Act.

**Printing of time tables**

4541. SHRI NARAYAN CHOUBEY : Will the Minister of RAILWAYS be pleased to state :

(a) the reasons for not printing the timings of the vast net work of local trains of the Eastern Railway in the general time-table as is being done by the S.E. Railway or as was done by Eastern Railway ;

(b) whether time tables of Eastern Railway local trains available regularly, throughout the year in the Howrah, Seal-dah and other junction stations served by the local Eastern Railway trains ;

(c) the total number of time-tables general Zonal Eastern Railway and local Eastern Railway trains printed in the present half-yearly period ;

(d) how many junction stations do the Eastern Railway local trains serve and the average number of copies of time-table for these local trains supplied to the junction stations and also to the ordinary stations for sale during the last 12 months ; and

(e) whether the Ministry will advise the Eastern Railway to restore the previous practice of printing the timings of local trains in the general time-table ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) As the suburban time-table is of local interest as compared with general time table which covers the whole Railway, and with a view to economy, the two time tables are printed separately. The price of the suburban time table has been kept much lower as against higher priced general time table.

(b) Yes, Sir.

(c) In the May, 1985 issue of the time table, 73,000 general time table copies of Eastern Railway were printed. For the same issue for suburban trains of Eastern Railway, 70,000 time tables were printed.

(d) Information is being collected and will be laid on the table of the Sabha.

(e) In view of the reasons explained in (a) above, there is no proposal to print the combined time table.

**Direct rail link between Paradip Port and mining areas**

4542. **SHRI CHINTAMANI JENA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is no direct rail link from the mining areas around Joda, Babil and Koira with Paradip Port as a result the iron ore meant for export is transported over a circuitous route incurring a large high transport cost ;

(b) if so, whether there is any proposal to establish a direct rail link on this route to reduce the transportation charges incurred on the export of iron ore ;

(c) if so, the details thereof ; and

(d) the action taken by Government thereon ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) These iron ore mining areas are served by the existing railway route to Paradip via Rijkharswan-Kharagpur-Cuttack.

(b) to (d). Construction of a new B.G. line from Jakhapura to Banspani (176 kms.) was sanctioned in 1974-75. Phase-I of this project i.e. from Jakhapura to Daitari (33 kms.) was completed and opened in March, 1981. Work on the remaining section has not been taken up due to non-materialization of traffic on Jakhapura-Daitari line and severe constraint of resources. The work can be considered after the setting up of Steel Plant at Daitari is finalised and resources position improves.

**Issue of Photo Identity Cards to physically handicapped persons for railway travel concession**

4543. **SHRI N. DENNIS :** Will the Minister of RAILWAYS be pleased to state :

(a) whether photo identity cards are to be issued to physically handicapped persons to whom railway travel concessions are given by the Ministry of Railways ; and

(b) if so, the details thereof ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) No, Sir,