

Sir, There is a scheme to extend the Obra Thermal Power Station Complex by stages.

(b) The following are the estimated cost of the various stages of extension:

Obra Thermal Extension Rs. 53.34 crores
Stage I-3×100 MW.

Obra Thermal Extension Rs. 90.00 crores
Stage II-3×200 MW.

Obra Thermal Extension Rs. 60.13 crores
Stage III-2×200 MW.

New Thermal Power Station Rs. 148.25 crores
on the opposite bank
of the river Rihand,
(5×200 MW).

(c) The Stage I of Extension programme (3×100 MW) has already been sanctioned

and is under execution. The benefits from this stage are expected by 1973-74.

The Stage II of extension programme (5×200 MW) has been accepted for implementation in principals. The project is expected to be completed during the Fifth Plan period.

For the stage III of Obra Thermal extension (2×200 MW) and the New Power Station on the Opposite bank (5×200 MW), proposals are under examination in the Central Water and Power Commission. It would be premature to state when these units would go into Commission.

(d) and (e) The following turbo-generator sets are proposed to be installed under the various stages.

	Installed capacity	Annual energy available
(i) Stage I	3×100 MW	1840 million Kwh.
(ii) Stage II	3×200 MW	3680 million Kwh.
(iii) Stage III	2×200 MW	2450 million Kwh.
(iv) New Power Station on opposite bank	5×200 MW	6100 million Kwh

Tyre Factory in Allahabad

5324. SHRI S. M. BANERJEE: Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state:

(a) whether a Tyre Factory is likely to be established in Allahabad;

(b) if so, its capacity and employment potential; and

(c) whether this factory is likely to go into production in 1972?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD):

(a) Yes, Sir.

(b) Capacity of this factory is 2 million Nos. each of bicycle tyres and tubes and 3 lakh nos. each of automobile tyres and tubes. The employment potential in the manufacture of both bicycle and automobile tyres and tubes has been indicated by the party as about 900 persons.

(c) They have gone into trial production of bicycle tyres from 1st June, 1971 and the production of automobile tyres will take about 2 to 3 years.

Distribution of Power from Atomic Power Station in Tamil Nadu to States

5325. SHRI P. NARASIMHA REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the share allotted to the different States concerned in the power to be generated at the Atomic Power Station, Kalpakam in Tamil Nadu;

(b) whether the State Government of Andhra Pradesh have asked for financial assistance for providing and strengthening transmission lines for utilising its share; and

(c) if so, the reaction of Government to such a request?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) Two generating sets of 215 MW each are to be set up at the Atomic Power Station, Kalpakam. The entire output from the first unit and the 50% from that of the second unit will be made available to Tamil Nadu. The balance output has been earmarked for the other States

in the Southern Region namely Andhra Pradesh, Mysore and Kerala.

(b) No, Sir.

(c) Does not arise.

Irrigation under Electric Power Lift Irrigation Costlier through Irrigation Projects

5326. SHRI P. NARASIMHA REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the cost of irrigation per acre under electric power lift irrigation in upland areas of the country is five to six times more than the cost of irrigation through irrigation projects;

(b) if so, the steps proposed to reduce the cost of lift irrigation; and

(c) whether Government are contemplating to subsidise power charges for deep lift irrigation in upland areas?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) Lift irrigation involves recurring energy charges for pumping and is therefore inherently more expensive than canal irrigation which involves gravity supplies.

(b) and (c) Between 1966 and 1969, if the actual power tariff was higher than 12 paise per KWH, subsidy was being given to the extent of the excess above 12 paise per KWH, and the subsidy was being shared by the Government of India and the State Government concerned. This subsidy has, however, since been withdrawn in view of the greater returns and other benefits accruing to the farmers as a result of energisation of pump-sets.

Notice of hunger strike by Southern Railway Mazdoor Union, Guntakal Division

5327. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Southern Railway Mazdoor Union in Guntakal Division has given notice of hunger strike to be launched in front of the Divisional Office;

(b) if so, what are the grievances mentioned in their notice; and

(c) the reasons why these grievances are not discussed and solved as and when they arise?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) (a) Yes, Sir.

(b) The grievances listed in the Union's letter are:—

- (1) Failure of Administration to take action against the persons alleged to be responsible for Renigunta compound wall collapse;
- (2) Break in service due to illegal stoppage of work on 2nd and 3rd April, 71 at the Diesel Shed, Gooty;
- (3) Non-regularisation of period of dies-non in respect of 7 temporary employees arrested in connection with September, 1968 strike;
- (4) Failure to confirm Transhipment Shed Hamals at Guntakal;
- (5) Reversion of certain staff of Engineering Department;
- (6) Non-grant of authorised scales of pay to casual labour;
- (7) Failure to grant leave and periodic rest to staff employed under Permanent Way Inspector;
- (8) Refusal to approve mutual transfer of two gangmen;
- (9) Alleged ill-treatment in Railway Hospital;
- (10) Non-implementation of the assurance given by the General Manager;
- (11) Non-grant of authorised scales to Traffic staff;
- (12) Failure to sanction annual increments to employees promptly and regularly; and
- (13) Non-payment of Travelling allowance and Provident Fund Loans to employees in time.

(c) Since the Southern Railway Mazdoor Union is a recognised Union, it enjoys negotiating facilities with the Railway Administration at different tiers under the Permanent Negotiating Machinery. Any grievances put down by the Union in the agenda, are discussed with them, with a view to reaching a solution.