

Fertiliser Plants where production has not been stabilised

6106. SHRI VAYALAR RAVI:
SHRI RAMACHANDRAN
KADANNAPPALLI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of fertiliser plants in the country where construction work has been completed but production has not so far been stabilised due to erection defects and mechanical troubles;

(b) the broad outlines of each case together with the production loss incurred by the country due to the non stabilisation of production in each plant; and

(c) the steps taken by Government to improve production in each unit?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Three, namely, Durgapur, Cochin and Goa.

(b) and (c). The Durgapur and Cochin plants have not yet been successfully commissioned though trial runs have been taken at different loads owing to unforeseen failures of certain sophisticated and imported items of equipment like reformed gas boiler, waste heat recovery system, boiler feed water heater, some pumps, etc. These deficiencies have systematically been identified and remedial action is also under way. The Goa plant had also some initial limitations in its carbon dioxide booster compressors and these have now been overcome and production is being stabilised.

On the basis of 50 per cent capacity utilisation in the first year of operation, Durgapur and Cochin plants should each have produced about 165,000 tonnes of urea in 1973-74. As against this, they produced 13,500 and 31,500 tonnes respectively. With an

installed capacity of 340,000 tonnes of urea, Goa on this basis should have produced 170,000 tonnes; the actual production was 140,000 tonnes of urea.

Re-modelling of Howrah-Amta Railway

6107. SHRI SAKTI KUMAR
SARKAR:

SHRI A. K. M. ISHAQUE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether West Bengal Government and some Members of Parliament have drawn the attention of the Railway Ministry many times regarding Howrah-Amta Railway;

(b) salient features of the demand made by them from time to time; and

(c) whether West Bengal Government have abandoned the idea of remodelling Howrah-Amta Railway and if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The main demand was that rail facilities in the area should be restored.

(c) The Government of West Bengal have not abandoned the idea of construction of a Broad Gauge line in the area served by the former Howrah-Amta Railway.

Expenditure incurred on Construction Work of Farakka Barrage

6108. SHRI SAKTI KUMAR SARKAR: Will the Minister of IRRIGATION AND POWER be pleased to state the total amount sanctioned and spent so far on the construction work of Farakka Barrage?