

down to supply a substantial portion of their bulk drug production to non-associated formulators which is also expected to help growth of the Indian sector.

Revision of Estimated Cost of Kosi Project

2784. SHRI MUKHTIAR SINGH MALIK : Will the Minister of IRRIGATION AND POWER be pleased to state-

(a) the cost of Kosi Project estimated originally; and

(b) the number of times the estimated cost was revised, the final cost estimated and reasons for the revision in the cost of the project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) The Kosi Project was originally estimated to cost Rs. 44.76 crores

(b) The estimate was proposed to be revised by the State Government four times, but no revised estimate has been sanctioned so far:

The cost of the latest revised estimate (1972) is Rs. 111.64 crores. The main reasons for revision in the estimated cost of the Project are:—

1. General rise in the cost of the materials, land and labour wages over the period;
2. Construction of water courses upto 1 cusec
3. Additional distributaries from the main canal;
4. Extra expenditure on flood protection and anti-erosion measures;
5. Construction of additional bridges, and
6. Construction of silt ejector and silting basin.

रायपुर-राजिम-धनतरी (मध्य प्रदेश) छोटी रेल लाइन का विस्तार

2785. श्री श्रीकृष्ण अन्नवाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दक्षिण-पूर्व रेलवे में रायपुर-राजिम-धनतरी (मध्य प्रदेश) छोटी रेल-लाइन के विस्तार

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के बारे में सर्वेक्षण किया गया है और क्या सरकार ने इसे अपनी मंजूरी दे दी है।

(ख) क्या वहां निर्माण कार्य शुरू नहीं किया गया है, और

(ग) यदि हा, तो इसके क्या कारण हैं और कार्य प्रारंभ करने के बारे में क्या कार्यवाही की जा रही है?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) :

(क) से (ग). अनामप्रद शाखा लाइन समिति की विचारणों के आधार पर रायपुर-राजिम-धनतरी छोटी लाइन खंड को बड़ी लाइन में बदलने के लिए यानायात सर्वेक्षण किया गया था और रिपोर्ट की जाच की जा रही है। रिपोर्ट की जाच हा जाने तथा उसके परिणाम मान्य हो जाने के पश्चात् इस लाइन के बदनार के संबंध में विचार किया जायेगा। लेकिन रायपुर-राजिम-धनतरी छोटी लाइन का विस्तार करने का कोई विचार नहीं है।

मध्य प्रदेश के उत्तरीमगढ़ क्षेत्र में यात्री तथा मालगाड़ी सेवाएँ

2786 श्री श्रीकृष्ण अन्नवाल क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दक्षिण-पूर्व रेलवे के अंतर्गत मध्य प्रदेश के उत्तरीमगढ़ क्षेत्र में, जापान को निर्यात किये जाने वाले रकबे लाहरे की क्लार के लिये उपलब्ध मालगार्थ सेवा के अलावा अन्य किसी भी प्रकार की यात्रा गाड़ी और भातगाडा बना का व्यवस्था नहीं है

(ख) यदि हा, तो इसके क्या कारण हैं, और

(ग) क्या इस क्षेत्र के पिछडेपन को ध्यान में रखते हुए इस रेल मार्ग पर यात्री गाड़ी और माल गाड़ी सेवा खाल करने का सरकार का विचार है और यदि नहीं, तो इससे क्या कारण हैं?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) : (क) दक्षिण पूर्व रेलवे के कोटायालासा-किरदल खण्ड पर हम समय बोटें गवारी गाड़ी नहीं चलती।

(ख) और (ग). इस लाइन पर एक सिडी-जुली यात्री एव माल गाड़ी चलाने के प्रस्ताव

पर इस समय विचार किया जा रहा है और तदनुसार जो भी कार्रवाई व्यावहारिक होगी, की जायेगी।

Cases taken to Law Courts under the M.R.T.P. Act

2787. SHRI F. V. VIKHE PATIL : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of cases under the M.R.T.P. Act which have been taken to law courts since 1970 and the number of such cases which have been finally decided.

(b) the number of cases which have finally been decided against Government;

(c) whether Government, in the light of various judgements of the law courts and other experience gained during the administration of the Act, propose to plug the loopholes noticed so far by amending the Act; and

(d) if so, when the amending Bill is proposed to be introduced in Parliament ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BHADRABRATA BARUA) : (a) and (b). Out of 14 cases taken to the Courts, two cases were withdrawn by the applicant Companies, three have gone in favour of the Government. Out of the 6 cases pending in the Supreme Court, three were filed by the Companies and three by Government. In three cases appeals filed by the Companies against the Commission itself, one was decided in favour and two were dismissed.

(c) and (d) The working of the M.R.T.P. Act is under constant review of the Government. The question of amending the M.R.T.P. Act with a view to plug the loopholes in the working is engaging the attention of the Government. Judicial pronouncements by the High Court/Supreme Court made in this connection will be kept in view before finalising the amendments to the Act.

Major Irrigation Facilities in Himachal Pradesh during Fourth Plan

2788. SHRI VIRBHADRA SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state how far the target of Fourth Plan for the major irrigation facilities in Himachal Pradesh has been achieved ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : No project in the major/medium irrigation sector was proposed for implementation in Himachal Pradesh during the Fourth Plan.

Pilferage of Goods from Railway Godowns at Katihar (Bihar)

2789. SHRI JAGANNATH MISHRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a large scale pilferage of goods from railway godowns is rampant at Katihar (Bihar) ;

(b) whether the railway goods yard has become an easy hunting ground for the seal breakers and anti-social elements ; and

(c) if so, the estimated loss as a result thereof during 1972-73 and the steps taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b) It is not a fact that thefts and pilferages are rampant at Katihar but the yard being quite large and open at several points, some cases of criminal interference with booked consignments have occurred there.

(c) The estimated loss of goods due to thefts and pilferages at Katihar was Rs. 19,746 during 1972-73.