

ment of rail facilities are not laid down. However, construction of Cuttack-Paradeep rail link (84.31 Kms.) which falls in Orissa, has been completed in the Fourth Plan.

**Target of Irrigation Projects in Fourth Plan**

6846. SHRI BANAMALI BABU: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the target of irrigation projects to be set up during the Fourth Five Year Plan has been fully achieved by Government; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Fourth Plan envisaged the creation of an additional potential of 4.8 million ha. from the major and medium schemes with an outlay of Rs. 951 crores. The actual expenditure during the plan is, however, likely to be about Rs. 1170 crores. The actual additional potential is likely to be about 3.1 million ha. The reduced physical achievement against enhanced financial expenditure is primarily due to the steep rise in the costs of several projects. Apart from the increase in the cost of materials and labour, other important contributory factors in a number of cases have been the lack of adequate investigations and proper project formulation; changes in the scope of projects during the course of their execution and higher costs of land compensation and rehabilitation. The effect of the increase in the cost of projects has been to slow down their physical progress, and some projects which were earlier expected to be substantially completed in the Fourth Plan will now yield their benefits only during the Fifth Plan.

**Huge Accumulation at Salt Pans in Saurashtra due to Poor availability of Wagons**

6847. SHRI K. MALLANNA:  
SHRI C. K. JAFFER  
SHARIEF:

Will the Minister of RAILWAYS be pleased to state:

(a) whether because of poor availability of wagons there has been huge accumulation at salt pans in Saurashtra; and

(b) if so, what steps Railway authorities have taken to provide box rakes to salt units in Saurashtra for a speedier clearance of stocks accumulated there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MHOD. SHAFI QURESHI): (a) and (b). Due to civil disturbances, staff agitations etc. which frequently interrupted train running and created an artificial scarcity of wagon availability, loading of salt from stations in the Saurashtra region could not keep pace with the demands. Despite this constraint, movement of higher priority salt, like programmed and industrial salt was maintained at a satisfactory level. Non-programmed salt is cleared under the lowest priority class 'E' and consistent with the commitments of the railways to move higher priority traffic, like imported foodgrains and fertilisers on preferential basis, every effort is being made to maximise loading of non-programmed salt. Box wagons are also being loaded with salt to the extent they can be spared after meeting the requirements of coal loading.

**Clearance of Irrigation Schemes in Gujarat**

6848. SHRI P. M. MEHTA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have cleared three irrigation schemes, one