

Single Body Favoured by Krishna Water Disputes Tribunal for Control of Tungabhadra Dam and Reservoir

8694. SHRI K. NARAYANA RAO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Tribunal on the Krishna River Water Dispute favoured a single body for the control over the maintenance and operation of the entire Tungabhadra Dam and Reservoir and spillway gates on the left and right sides;

(b) whether it considered that suitable legislation would be needed for this purpose; and

(c) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDHESHWAR PRASAD): (a) to (c). The Krishna Water Disputes Tribunal have considered that control over the maintenance and operation of the entire Tungabhadra Dam and reservoir and spillway gates on the left and right sides should be vested in a single control body, but this may be done by suitable legislation. Until another control body is established, such control may be vested in the Tungabhadra Board. The matter will be considered by the Central Government after the references under section 5(3) of the Inter State Water Disputes Act, 1956 made to the Tribunal seeking explanation/guidance are disposed of by the Tribunal.

Expansion of Gujarat Refinery

8695. SHRI RAJDEO SINGH:
SHRI N. SHIVAPPA:

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

(a) whether the Central Government have sanctioned the expansion of the Gujarat Refinery at a cost of Rs 30 crores making it the biggest refinery in the country; and

(b) whether this expansion decision was taken prior to crude price rise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The scheme for the expansion of the Gujarat Refinery from 4.3 MTPA to 7.3 MTPA at an estimated cost of Rs 28.08 crores was sanctioned by the Government in August, 1973.

Loss to Railways due to manufacture of Monoblock Concrete Sleepers

8696. SHRI RAJ DEO SINGH:
SHRI M. S. PURTY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether orders for monoblock concrete sleepers which are suitable for high density and high speed traffic were placed with two firms;

(b) if so, whether these firms after consuming time submitted sub standard sleepers; and

(c) if so, the amount of loss to Railways and the action taken against the defaulting firms?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Orders for manufacture of monoblock concrete sleepers were placed on 3 firms in 1968 and 1969 and later on to three firms in addition.

(b) No. However, the firms could supply only a small portion of the order, some of which are being accepted at reduced price, as they are fit for use only on main lines or loop lines.

(c) Does not arise.