

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The present cost of conversion is Rs. 75 lakhs per km. and cost of new BG line per km. is Rs. 1 crore.

(b) No, Sir.

[English]

Electrification of Kharagpur-Khurda Section

3553. DR. KARTIKESWAR PATRA:
SHRI ANADI CHARAN DAS:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee constituted by the Government in April 1989 for the future programme of electrification of the Indian Railways have since submitted its report;

(b) if so, details thereof and the action proposed to be taken thereon; and

(c) the action taken / proposed to be taken for electrification of the Kharagpur-Khurda Section of the South-Eastern Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Out of about 10,000 RKMS proposed to the Committee by Zonal Railways, the Committee have recommended electrification of 2510 RKMS spread over the period 1990-2005. Planning Commission have advised the Ministry of Railways that the recommendations of the committee will form one of the inputs while formulating plan proposals for Railway electrification. Electrification proposals are now being processed on techno economic merits and operational requirements on a section by section basis.

(c) In view of resources constraint and relative priorities for electrification there is, at present, no proposal to electrify Kharagpur-Khurda Road Section.

Foreign Contracts by IRCON

3554. DR. KARTIKESWAR PATRA:
Will the Minister of RAILWAYS be pleased to state:

(a) the names of countries where the Indian Railway Construction Company Limited (IRCON) has contracts to implement different projects; and

(b) the strength of workforce deployed

by it and the source of man-power for such projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The Indian Railway Construction Company Limited (IRCON) has contracts in Algeria, Bangladesh, Indonesia, Iraq, Malaysia, Nepal, Saudi Arabia, Turkey and Zambia.

(b) The number of personnel deployed by IRCON, for these projects, from India is 295.

Expansion of Bhubaneswar Airport

3555. DR. KARTIKESWAR PATRA:
SHRI BRAJA KISHORE TRIPATHY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Bhubaneswar Airport is equipped to receive chartered flights;

(b) if not, whether the Government of Orissa has submitted any proposal in this connection and if so, the action taken / proposed to be taken thereon;

(c) the steps taken / proposed to be taken for expansion of the runway at Bhubaneswar airport; and

(d) the details of action plans to make at least one Airport of each State capable of handling international flights?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Bhubaneswar airport can receive chartered flights upto Boeing 737 / A-320 aircraft type.

(b) The Government of Orissa has sought the extension of the runway at Bhubaneswar airport to 9000 feet to enable the airport to receive wide bodied aircraft.

(c) The National Airports Authority has already extended the runway from 5850 feet to 7441 feet at a cost of Rs. 8.87 crores. As a result, the airport is now available for operation of Airbus A-320 aircraft. Further extension of the runway to 9000 feet depends on State Government making available nearly 70 acres of land free of cost and carrying out diversion of roads and electric lines, as well as resources being available with

National Airports Authority to undertake the expansion project.

(d) Such a plan is neither necessary nor feasible in the near future.

[Translation]

Supply of wagons to Madhya Pradesh

3556. DR. LAXMINARAYAN PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons supplied to Madhya Pradesh each month during last one year for transportation of coal to industrial units situated in that region;

(b) whether wagons provided are much less than asked for; and

(c) if so, the measures taken to increase the supply of wagons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The number of wagons supplied at Pench/Kanhan coalfield of Western Coalfields and Korea Rewa and Main line coalfields of South Eastern Coalfields for transportation of coal to industrial units in Madhya Pradesh during last one year have been as follows:

August, 90	11494	wagons
September, 90	11219	"
October, 90	9070	"
November, 90	12123	"
December, 90	11949	"
January, 91	11594	"
February, 91	11229	"
March, 91	12837	"
April, 91	9937	"
May, 91	10001	"
June, 91	8490	"
July, 91	9045	"

(b) and (c) Loading of coal to industries is generally less than programme for loading to them on account of less offers of coal by coal companies and higher demand of Thermal Power Stations. Railways are meeting demand of wagons for loading coal in full.

Supply of Coal to Industrial Units In Madhya Pradesh

3557. DR. LAXMINARAYAN PANDEY: Will the Minister of COAL be pleased to state:

(a) the quota of steam-coal and slack coal allotted to Madhya Pradesh every month during the last year;

(b) whether this allotment is sufficient to meet the requirement of the industrial units in the State;

(c) whether due to non-availability of railway wagons in time, the loading of allotted quantity of coal is affected considerably; and

(d) if so, the efforts made or proposed to be made to overcome this difficulty?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) According to information furnished by Ministry of Railways, Railway Board earmarks monthly wagon ceiling limits for movement of coal to various States. The details of month-wise quota (ceiling) fixed for Madhya Pradesh for the period August, 1990 to July, 1991 are as follows:

MONTH	STEAM (BOXES)	SLACK (BOXES)
August, 90	874	169
Sept. 90	874	169
Oct. 90	874	169
Nov. 90	874	169
Dec. 90	874	169
Jan. 91	1040	214
Feb. 91	1040	214
March, 91	1040	214
April, 91	1040	214
May, 91	1040	214
June, 91	1040	214
July, 91	1040	214

(b) to (d) The month-wise quota stated above is based on the annual quota of wagons fixed State-wise by the Executive Director, Rail Movement (EDRM) in consultation with the concerned State's Directorate of Industries, the Coal Companies, and the Railways. This quota is fixed on the basis of demand and availability of wagons for movement of coal. The full coal demand cannot be met by rail despatch alone, and coal is