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9. The level of per family/enterprise investment under IRDP should be enlarged by providing larger credit as also higher amount of subsidy.	Decisions have been communicated to all concerned to encourage group activities and for provision of higher subsidy for trained educated rural youth. Further emphasis has been laid on credit mobilisation.
10. Non-farm tiny/small enterprise and services sector may be further promoted under IRDP.	Necessary instructions have been issued by the RBI.
11. DRDAs must be reorganised into compact teams of professional and technical experts.	Instructions have been issued to the State Governments in this regard.
12. Voluntary organisations and Self-Help-Groups may be associated with the implementation of IRDP. In the case of projects approved by CAPART a few V.O.s can be on pilot basis given list of BPL families for identification of borrowers, ensuring availability of backward/forward linkages, as also verifying end use of credit.	Instructions have been issued by the RBI. Provisions for associating the V.O.s already exists in the IRDP Manual.
13. Banks should provide loans under IRDP for acquisition of land.	Necessary instructions have been issued by the RBI.
14. Cash disbursement under IRDP may be extended throughout the country. Family Credit Plan Scheme should also be further encouraged.	Necessary instructions have been issued by the RBI.
15. Supplementary doses of assistance under IRDP may be provided to beneficiaries who have not crossed the poverty line with initial assistance.	Provisions exist under the IRDP Manual.
16. Panchayati Raj Institutions at grass-root or middle levels should be involved in the implementation of IRDP.	Provisions already exist under IRDP Manual.
17. A new dimension should be added to IRDP through Information Education and/Commission budget should be provided.	Separate budget provision already exists.

Railway facilities in Orissa

348. SHRI RANJIB BISWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the steps are being taken to provide better rail communications facilities between Paradeep and Cuttack in Orissa;

(b) if so, the projects launched for the purpose; and

(c) the expected time of the completion of the on-going projects ?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Yes, Sir.

(b) The work of doubling of Talcher-Cuttack-Paradeep section has been taken up.

(c) Within the 9th Plan period.

Generation of Power

349. SHRI JAGMOHAN : Will the Minister of POWER be pleased to state :

(a) whether less power has been generated during

the Eighth Five Year Plan as compared to the Seventh Five Year Plan;

(b) if so, the details thereof and the reasons therefor;

(c) the quantum of power generated against the target set therefor during the Eighth Five Year Plan alongwith the reasons of such shortfall, if any;

(d) whether the Government have made the mid term appraisal of the Eighth Five Year Plan;

(e) if so, the reasons of the failure of the said plan in the power sector; and

(f) the measures contemplated for not repeating such failure in the Ninth Plan ?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH) : (a) and (b) No, Sir. The total power generated during the 8th Plan and 7th Plan are 1750.5 billion units and 1025.8 billion units respectively.

(c) The total power generated during the Eighth Five Year Plan was 1750.5 Billion Units. A five year plan only gives capacity addition targets and generation target for terminal year and not five years.

(d) Yes, Sir.

(e) According to the Mid Term Appraisal of Eighth Five Year Plan, the main reasons for shortfall in the target of capacity addition were constraints of resources, law and order problems, problems related to externally aided projects, deficiencies in project management and in the case of private sector the delay in decision making by the State Governments.

(f) For the Approach Paper to the Ninth Five Year Plan brought out by the Planning Commission the following strategy has been suggested for achieving the desired results in the power sector :

1. Speedy completion of the on-going and approved power projects; taking steps for new projects;
2. Transparency in selection of private parties and speedy decision making for enlisting private sector participation in a significant manner;
3. Providing adequate outlets for hydel power sector for completion of on-going projects within shortest possible time; cost benefit analysis on the relative

advantage of mega project versus small project together with environmental considerations in selection of new projects; considering provisions of fiscal incentives and concessions enlisting the private sector for hydro projects; State Governments to ensure full investigations of hydro projects before they are offered to private parties.

4. Adequate attention to new capacity addition of nuclear power;
5. Promotion to domestic manufacturing capability for power equipment.

Survey for Tellichery–Mysore Railway Line

350. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the survey work on Tellichery–Mysore railway line has been completed;

(b) if so, the details thereof;

(c) if not, the reasons for delay and the time by which the survey is likely to be completed;

(d) whether the Government of Kerala has given any representation to include above railway line in the Government projects on priority basis; and

(e) if so, the reaction of the Union Government in this regard ?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) No, Sir.

(b) Does not arise.

(c) The field work of the survey has been nearly completed and the report is under preparation. The report is now likely to be received by 30.9.97. The difficult terrain encountered has been the reason for delay of the report.

(d) Yes, Sir.

(e) Action could be taken after the survey is completed.

Payment to Hindustan Cable Ltd.

351. SHRI RAM NAIK : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Department of Telecommunications (DOT) is holding back payments to Hindustan Cable Ltd.;