

MINISTRY OF RAILWAYS (SHRI BHAKTA CHARAN DAS): (a) No, Sir.

(b) Does not arise.

#### Train services in Orissa

1989. SHRI LOKANATH CHOUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a request from the Orissa Government to introduce new train services, extension of trains and change of train times in addition to the existing services;

(b) if so, the details thereof; and

(c) the steps taken thereon?

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

(b) The suggestions mainly pertain to extension of runs of some trains, restoration of a couple of services discontinued, and introduction of a Puri-Drug service via Vizianagaram.

(c) The proposals to introduce a weekly

train between Puri and Tirupati and to extend Hirakhand Express to Rourkela are under active consideration. The other proposals have not been found feasible of implementation.

[*Translation*]

#### Power Requirement in Rajasthan

1990. SHRI KAILASH MEGHWAL: PROF. RASA SINGH RAWAT:

Will the Minister of ENERGY be pleased to state:

(a) the total requirement of power at present in Rajasthan and the quantum of electricity being produced in Rajasthan, share of Rajasthan from central pool and power received from other sources to meet this requirement; and

(b) the steps taken or proposed to be taken to meet the shortage of electricity?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI BABANRAO DHAKANE): (a) The total energy requirement in Rajasthan during November, 1990 was 10200 lakh units (LUs) against which the availability from all sources was 10180.25 lakh units as detailed below:—

(Fgrs. in LU)

(i)	Own generation	3308.69
(ii)	Import from Central Sector/ jointly owned projects	6404.17
(iii)	Import from other States	467.39

(b) The measures being taken to improve the availability of power include expediting commissioning of new generation capacity, implementation of short gestation

projects, improving the performance of existing power stations, reducing transmission and distribution losses, implementation of demand management and energy conser-

vation measures and arranging transfer of energy from surplus to deficit areas.

[English]

#### **Khurda Road-Bolangir Railway Line**

1991. SHRI SIVAJI PATNAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been conducted to construct a new railway line from Khurda Road to Bolangir on the South Eastern Railway;

(b) if so, the estimated cost thereof; and

(c) the decision taken by Government in regard to this survey?

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

(b) Rs. 209 crores (at 1985-86 price level).

(c) As the project was found unremunerative, it could not be taken up.

However, on consideration of development of backward areas, the Railway has now again been asked to resurvey/update the proposal.

#### **Conversion of Manmad-Adilabad Line**

1992. DR. VENKATESH KABDE: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in conversion of Manmad-Adilabad railway line into board gauge;

(b) the funds allocated for this project for 1990-91 and the quantum utilised so far; and

(c) the time by which this project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHAKTA CHARAN DAS): (a) and (b). The entire conversion work is covered in two projects. The details of the projects, progress made, funds allotted during 1990-91 and funds utilised so far are as under: