

(b) whether the National Hydro-Electric Power Corporation supplies 70 per cent of power from Chukha to Bihar Electricity Board and 30 per cent to West Bengal according to the agreement; and

(c) if so, the reasons for not supplying adequate power to Katihar in Bihar?

THE MINISTER OF ENERGY AND
MINISTER OF CIVIL AVIATION (SHRI ARIF

MOHAMMAD KHAN): (a) The formal Agreement between the National Hydro-electric Power Corporation and the Department of Power of the Royal Government of Bhutan regarding supply of power from Chukha Hydro-electric Project in Bhutan is under finalisation.

(b) The share of Chukha power to the various beneficiaries in India, as per the allocations decided by the Government of India, is as under:—

DVC	15.00%
Bihar	25.75%
Orissa	13.50%
Sikkim	1.65%
West Bengal	29.10%
Unallocated with the Centre	15.00%

(c) Distribution of power within each State or the area of the beneficiary is the responsibility of the concerned State Electricity Board/State Government

[English]

Suburban Trains Upto Gudur

8709. SHRI P. PENCHALAI AH Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to extend the suburban trains upto Gudur, in South Central Railway in Vijayawada Division;

(b) if so, when; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): No, Sir

(b) Does not arise.

(c) Gummidipundi-Gudur section not fit for running EMU trains.

Power Plants in Andaman and Nicobar Islands

8710. SHRI MANORANJAN BHAKTA: Will the Minister of ENERGY be pleased to state:

(a) the names and capacity of the power units located in Andaman and Nicobar Islands;

(b) whether these units are producing power to their capacity; and

(c) If not, the reasons therefor?

and Nicobar Islands as on 31.3.1989 is attached.

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) A statement showing the names and installed capacity of different power units located in Andaman

(b) and (c). The units are not giving full output due to ageing of units, difficulties in procurement of spare parts, local climatic conditions affecting nameplate rated capacity etc.

STATEMENT

Names and Nameplate Rating of Different Power Units as on 31.3.89 in Andaman and Nicobar Islands

<i>Sl. No.</i>	<i>Power Station</i>	<i>Nameplate rating (K.W.)</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Phoenix Bay	1x630 1x1062 2x880 1x856 4x250
2.	Chathama	1x440 5x800
3.	Bambooflat	2x250
4.	Raj Niwas	1x90
5.	Rut Land	1x15
6.	Neil Issand	1x24.4 2x50
7.	Havelock	1x65 1x50 1x24

<i>Sl. No.</i>	<i>Power Station</i>	<i>Nameplate rating (K.W.)</i>
<i>1</i>	<i>2</i>	<i>3</i>
8.	Rangat Bay	6x248
9.	Sita Nagar	6x65 1x50
10.	Long Island	1x24 2x50
11.	Baratang	1x24 2x50
12.	Pashim Sagar	1x11.5
13.	Kishori Nagar	1x24
14.	Smith Island	1x14.5
15.	Mohanpur	1x18
16.	Little Andaman	1x500
17.	Car Nicobar	11x50
18.	Kamorta	3x50 1x25
19.	Champion	1x15 1x25
20.	Tapong	1x15
21.	Kakana	1x15
22.	Pilpillow	1x11.5
23.	Katchal	1x50

<i>Sl. No.</i>	<i>Power Station</i>	<i>Name, late rating (r. W.)</i>
<i>1</i>	<i>2</i>	<i>3</i>
24.	Terresa	1x25 1x50
25.	Chowra	x25
26	Kondul	1x25
27	Campbell Bay	3x80 2x125 1x50
28	Pilobabi	1x11.5 1x6
29	Pilomilo	1x15

Procurement of Safety Glasses

8711 SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) the policy in regard to the procurement of toughened safety glasses (ISI Mark) for use in railway coaches/engines.

(b) the number of various manufacturing units having ISI standards registered with the Ministry of Railways and the details of procurement made from these units during the last three years, year-wise;

(c) whether any preference is given to small scale units manufacturing such glasses with ISI marks; and

(d) if so the details thereof and if not,

the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) For procurement of toughened/safety glasses for use in railway coaches/locos generally ISI mark is not insisted upon and materials are procured as per IS specification/railway drawings.

(b) There is no separate registration for manufacturers having ISI mark and all Units manufacturing/supplying to IS specifications are registered provided they are otherwise qualified for the same. As such, the question of furnishing details of firms having ISI standard registered with Railways and procurement made from such units does not arise.

(c) and (d). No preference is given to any manufacturer who supplies glasses with