

located in Barauni itself, in the beginning. Later on, they opted for Sindri. Then Engineers India Ltd. went into the whole question, and they said Bokaro was the ideal place for this purpose. Now, CCEA has to approve this project.

SHRI Y.S. RAJASEKHARA REDDY: I would like to bring before the House the injustice that has been perpetuated towards Andhra Pradesh....

MR. SPEAKER: This question is about Bihar, Mr. Reddy.

SHRI Y.S. RAJASEKHAR REDDY: That is right, but it is about petrochemicals. One petro-chemical complex was sanctioned at Visakhapatnam. I think the promoters were the Vijaya Mallaya Group. This petro-chemicals complex, by itself, was not a viable unit. They wanted the downstream products' licences also to be given along with it, so that the project can be taken up. But, unfortunately, the licences have not been given. So, the project is not being implemented. Will the hon. Minister kindly consider giving licences for the downstream products, so that the project can be implemented soon?

SHRI M.S. GURUPADASWAMY: First, may I make a slight correction, Sir? The present location approved is Barauni, not Bokaro.

MR. SPEAKER: About capro-lactum?

SHRI M.S. GURUPADASWAMY: Yes, Sir. The CCEA has got to approve the project; and that is the stage where it is lying, and we are going to consider this.

Regarding the downstream project in Andhra, I will look into the matter.

[Translation]

SHRI YUVRAJ: Mr. Speaker, Sir, regarding petrochemical complex at Barauni, the hon. Minister has told that there was imbalance between demand and supply and that was the reason why the study group did

not approve it. Two big industries are there—Fertilizer and Oil Refinery—from where enough raw material would be available for the petro-chemical complex. For these two industries lands from many farmers were acquired and they were displaced. The proposed complex is to compensate the displaced farmers by providing jobs to their children. I would like to know the basis on which the Committee disapproved the proposal? What would be its estimated cost and estimated earning on the basis of which the decision was taken? Please clarify the position.

[English]

SHRI M.S. GURUPADASWAMY: I have already referred to that question. He is only repeating it.

MR. SPEAKER: Next question.

(Interruptions)

Kayamkulam Thermal Power Station in Kerala

*584. PROF. K.V. THOMAS: Will the Minister of ENERGY be pleased to state:

(a) the amount allocated for the Kayamkulam Thermal Power Station;

(b) the mode of transportation of coal to this station; and

(c) whether there is a proposal to construct a small port for this purpose?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Rs. 69.48 crores have been allocated for the Kayamkulam Thermal Power Project during the year 1990-91.

(b) and (c). Coal is proposed to be transported to this power station through a rail-cum-sea route. A study has been commissioned to look into the need for creating

a port for this purpose at the project site.

PROF. K.V. THOMAS: One of the major problems that this project faces is the transportation of coal. Now coal has to be transported either by road or by ship. This can be done in two ways. One is to off-load the coal in Cochin and then take it by train to the project site. The second method—which will be more welcome—is to have a modern port at Kayamkulam itself, so that the ship can go to Kayamkulam, and the coal can be directly off-loaded at the site. Both these proposals are before the Government for taking coal to the cite.

SHRI ARIF MOHAMMAD KHAN: I have already started in my reply that coal is proposed to be transported to this power station through a rail-cum-sea route. I have got the final details with me and if the hon. Member wants I can give them to him. The coal required for this project will be met from Talchar coalfields in Orissa and it has been indicated that both Kayamkulam and Mangalore Super Power Stations will get their requirements of coal from Talchar, that is, from Kalinga plant at Talchar. The Railway have confirmed the availability of the railway line from Talchar coalfields to Paradeep port and from Cochin port to Kayamkulam project site.

As regards the availability of port facilities for loading and unloading operation the status is as follows: A meeting has already been held between the officials of NTPC and the Chairman, Public Investment Board in February 1989 when it was confirmed that there is no technical difficulty in developing the required handling facilities at the port. Further, a meeting was held between the officials of the NTPC and the Chairman, Cochin Port Trust in November, 1989, when it was indicated that handling of two million tonnes of coal by 1994-95 at Cochin Port would be possible and no major expenditure is involved in having additional facilities at the port. The Ministry of Surface Transport have already engaged a Dutch consultant for carrying out a feasibility study for the expansion of Paradeep port.

PROF. K.V. THOMAS: There is a fear among the general public at Alleppy that the project may cause lot of pollution. While we welcome the project, at the same time I would like to know from the hon. Minister whether he will take enough and adequate measures so that the pollution is controlled to the maximum extent.

SHRI ARIF MOHAMMAD KHAN: It is going to be a central project set up by the National Thermal Power Corporation and I am sure that the hon. member will agree that both Kayamkulam and Mangalore Thermal Power Stations have been and are being operated by the NTPC and as far as the pollution aspect is concerned, they are least polluting and the most modern and sophisticated devices have been used to control the pollution effects.

SHRI VAKKOM PURUSHOTHAMAN: This project is in my district. Most of the area is also in my constituency. I welcome the setting up of this project. The idea has been approved about establishing a port for the transportation of coal, but it will take a long time to take a final decision and construct a port at Kayamkulam. There is a minor port at Alleppy and it is only about 40 Km away. So, the Government may spend a small amount and develop that port. It will be more convenient for off-loading of coal at Alleppy and carrying to the project site. Will the Government examine this?

SHRI ARIF MOHAMMAD KHAN: Kayamkulam is to be constructed as a super Thermal Power Station and a huge quantity of coal will be required. The development of port facilities is essential for the transportation of coal from Talchar for Kayamkulam Super Power Station. I will definitely get the suggestion made by the hon. member examined.

SHRI A. CHARLES: There is an acute shortage of power in Kerala. This is one of the prestigious project on which the State is looking for. But so far it has been very slow. For the last 3 years, there has been no progress. May I know from the hon. Minister

whether any target date has been fixed for the completion of this project? Will the Minister ensure that this prestigious project is completed within the period of the target time?

SHRI ARIF MOHAMMAD KHAN: The project is not behind the schedule at all. The implementation schedule is that the first 210 MW unit is expected to be commissioned four years after signing of the supply contract for the main plant equipment and the second unit, six months thereafter. The supply contract for the main plant equipment is expected to be signed by March 1991. Then, if it is signed by March 1991, the first unit will be commissioned by March 1995 and that will be exactly in accordance with the schedule, which has been chalked out.

WRITTEN ANSWERS TO QUESTIONS

[English]

Appeal of Indian Relief Committee, Dubai

*576. **SHRI NARSINGRAO SURYA-WANSHI:** Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Relief Committee, Dubai appealed to the Prime Minister of India to restore the hotel accommodation facilities to onward passengers in the Indian Sector which was discontinued; and

(b) if so, the reaction of Government in this matter?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) According to International Air Transport Association (IATA) norms, applicable from 1.6.88, hotel accommodation to passengers is provided by airlines at the connecting points when the one way fare appli-

cable to the portion flown on the services of the airline is more than US\$350.00. Accordingly, passengers travelling on a one way fare of less than US\$350.00 from Dubai are not being provided hotel accommodation by the airlines.

Setting up of unit of H.M.T. Ltd. at Hassan (Karnataka)

*577. **SHRI H.C. SRIKANTAIAH:** Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any proposal to set up a unit of the H.M.T. Limited at Hassan in Karnataka; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) HMT has no proposal to set up a new unit at Hassan in Karnataka at present.

(b) Does not arise.

Completion of on-going Railway Lines

*580. **SHRI BABANRAO DHAKNE:** Will the Minister of RAILWAYS be pleased to state:

(a) the target fixed by Government to complete the construction of already started new rail lines in the country during 1990-91; and

(b) when the construction of rail lines in Konkan region and Marathwada are planned to be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The following sections of new line projects are proposed to be commissioned during the year 1990-91:—