

<i>Sl. No.</i>	<i>Name of the Project</i>	<i>Capacity (MW)</i>
<i>Arunachal Pradesh</i>		
46.	Gas based powerplant at Kharasang	1x6=6
<i>A & N Islands</i>		
47.	Nehru oil based TPS	2x20=40

Contract for constructing platform at Bombay High

2084. PROF. MADHU DANDAVATE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Oil and Natural Gas Commission (ONGC) has recently awarded a contract to build a processing platform at Bombay High;

(b) if so, whether there were only two parties in the field;

(c) whether the Government had ruled out consideration of one of the bidders, the Japanese Consortium leaving only one bidder viz, Hyundai Heavy Industries, a South Korean Company in the field;

(d) whether the bid of the South Korean Company was unreasonably delayed in scrutiny; and

(e) if so, whether the delay has cost the country Rs. one hundred crores by way of increased costs?

THE MINISTER OF PETROLEUM AND CHEMICALS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALVIYA): (a) No Sir. Although

a number of tenders have been floated for process platforms in the Western offshore by ONGC no contract has been awarded recently.

(b) to (e). Do not arise in view of answer to (a) above.

2085. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether traction by steam locomotives is found to be costliest;

(b) if so, whether 'idling' plays a significant role in increasing the costs;

(c) if so, whether the Railways propose to review their reported decision to continue utilisation of steam locomotives for ten more years; and

(d) whether the Railways have examined the feasibility of using electric traction for shunting and other departmental operations in all major yards in the interests of economy?

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

(b) Yes, Sir. The shutting down of steam

engines enroute is not feasible and hence idling is unavoidable.

(c) Phasing out of steam locomotives, besides economy, has also to depend on the availability of funds, manufacturing capacity of diesel and electric locomotives and operational needs for additional traffic. Review is carried out keeping these factors in view periodically and the present indications are that the steam locomotives are likely to be completely phased out within the next 10 years or so.

(d) Yes, Sir. In yards having several shunting movements, it has not been found economical to perform shunting with electric locomotives on account of the need for large capital investment in wiring of the whole yard, sidings etc. However, a few main line electric locomotives are used for departmental and minor shunting operations enroute on account of operational needs.

Retrenchment of employees of Chukha Hydroelectric Project

2086. PROF. MADHU DANDAVATE: Will the Minister of ENERGY be pleased to refer to the reply given to Unstarred Question No. 9849 on 22 May, 1990 and state:

(a) whether services of nine workers have already been terminated in November, 1990;

(b) whether some more workers are also facing retrenchment;

(c) if so, the reasons therefor; and

(d) whether all the employees working in Chukha Hydro-Electric Project will be absorbed in phase II of any other projects in Bhutan or in India?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRIBABANRAO

DHAKANE): (a) to (d). The Chukha Hydroelectric Project in Bhutan is owned by the Royal Govt. of Bhutan and was implemented by Chukha Project Authority—an autonomous organisation under the Royal Government of Bhutan. According to the information available with the Govt. of India, employees directly recruited by the Chukha project authority are being rendered surplus on completion of the project and accordingly face retrenchment. According to the Project Authorities those employees who had refused to indicate their willingness to work for the Royal Govt. of Bhutan on contract basis have been retrenched. In order to find alternate employment, the Public Sector Undertakings in the power sector, have been requested to absorb as many as of these surplus employees as possible. It may also be possible to absorb a few of the Chukha surplus workers on the investigations proposed to be undertaken for Chukha Stage II and III depending upon their experience and suitability.

Power shortage in Southern Region

2087. SHRI M.V. CHANDRASHEKARA MURTHY: SHRI V. SREENIVASA PRASAD:

Will the Minister of ENERGY be pleased to state:

(a) whether the attention of the Government has been drawn to a newsitem captioned "Power shortage to hit South in 2000" in the 'Indian Express' dated 5 December, 1990;

(b) if so, the steps the Union Government propose to take to meet the power shortage in the South;

(c) whether Central Planning Authority is fully responsible for the power planning in