

श्री जगन्नाथ राव जोशी : वर्षों के दिनों में हवा खाने या सैर-सपाटे के लिए धनीर लोग हिल स्टेशन पर जाते हैं तो रेलवे उन को कन्सेशन देती है, लेकिन स्वामी विवेकानन्द जी के लिए, जिन का स्मारक हमारे लिए राष्ट्रीय प्रेरणा का श्रोत बनने वाला है, ऐसी पवित्र जगह पर लोग जाते हैं तो उन को कन्सेशन देने की नई परम्परा क्यों नहीं डाली जाती है ?

श्री एल० एन० मिश्र : स्वामी विवेकानन्द जी के लिये हमारे मनो में कम इज्जत नहीं है, उनके स्मारक के उद्घाटन के समय कन्सेशन दिया गया था, मारे देश भर के लोग वहाँ गये थे। इस समय 20 श्राद्धमी जाना चाहते थे जो दिल्ली से विवेकानन्द तथा वहाँ से कन्याकुमारी जा कर दिल्ली वापस आना चाहते थे। इस लिए देखा गया कि अगर इस तरह से कन्सेशन देगे तो फिर आगे और नई-नई बातें आयेगी। फिर भी एक बात कह दूँ—अगर माननीय सदस्य सीरियस हो तो इस को रीथिंकिंग करके कर दूँगा।

श्री अटल बिहारी वाजपेयी : मगर रीथिंकिंग करके उसके पक्ष में फैसला कीजियेगा, विरोध में नहीं।

श्री एल० एन० मिश्र : हमने कहा है—
कर दूँगा।

Goa-Gujarat Collaboration in setting up an Irrigation Project to utilise the Water of Damagananga River

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*1002. SHRI PURUSHOTTAM KAKODKAR :

SHRI P. M. MEHTA .

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Goa Administration and Gujarat Government have agreed to collaborate in setting up an irrigation project to utilise the waters of the Damagananga river ;

(b) if so, the main features of the agreement and

(c) whether the Centre has also agreed to help both the States in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :
(a) to (c). A statement is laid on the Table of the House.

Statement

(a) to (c). The Damagananga Project, a joint venture of Government of Gujarat, centrally administrated area of Dadra and Nagar Haveli and Union Territory of Goa, Daman and Diu, was accepted by the Planning Commission in December 1972 for inclusion in the respective developmental plans.

The project which will be executed by the Government of Gujarat envisages sharing of benefits and costs as follows:—

	Gujarat	
Cost (Rs. crores)		19.02
Irrigation (hectares)		36,827
Water Supply (Mgd.)		40
	Dadra & Nagar Haveli	Daman
	3.81	1.57
	6,880	2,833
	12.75	5.25
		Total
		24.40
		46,540
		58

Power—one MW (to be shared by three beneficiaries)

The principles of shares costs as agreed to are the following.—

(i) The cost of the dam (1566.38 lakhs) chargeable to irrigation is distributed in the ratio of 91 (Gujarat) : 17 (Dadra and Nagar Haveli) : 7 (Daman) i. e. in the ratio of the respective areas irrigated.

(ii) The cost of the dam chargeable to Water Supply (Rs. 276.42 lakhs) is distributed in the ratio of 40 (Gujarat) : 18 (Union Territories), the further break up for the Union Territories being on the basis of respective quantum of water supplies viz. 12.75 mgd. (Dadra Nagar Haveli) and 5.25 mgd. (Daman), these being in the ratio of 17:7 i. e. on the same ratio of area irrigated in each territory.

(M) The cost of canals (Rs. 575.30 lakhs) is apportioned in the same ratio as in (j) above.

(iv) The cost of power component (Rs. 21.30 lakhs) is also apportioned in the same ratio as in (j) above. No part of the cost of Head Works is allocated to power since very small quantum of Hydro-Power is proposed to be generated.

The project is expected to be completed in the Fifth Plan. The outlays on the projects will be provided from year to year within the Annual Plan programmes for the respective administrations as finalised by Planning Commission.

SHRI P. M. MEHTA : What is the proposed site for location of the dam, what is its height and the width of the foundation, what is the total submerged area and on what principle have the height and width been fixed ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : I am sorry I do not have figure of the width of the dam or the submerged area. But the height and the width are fixed according to the capacity required. Here it is for irrigation of 1.15 lakhs acres and daily supply of 58 million gallons of water. So we have an estimate of the amount of water required for storing. This is the consideration on which these details are fixed.

SHRI P. M. MEHTA : What was the original proposal for this project forwarded by the Government of Gujarat to the Union Government and whether it has been accepted *in toto* or has been modified ? If modified, to what extent modified ?

DR. K. L. RAO : There has been no modification. The project as submitted was examined in consultation with the Union Territory and accepted and approved

Names of Railway projects for conversion in States of Mysore and Andhra Pradesh

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*1003. SHRID B CHANDRA GOWDA :

SHRI DHARAMRAO AFJAL-

PURKAR :

Will the Minister of RAILWAYS be pleased to state.

(a) the names of the Railway Conversion

projects which are in hand at present in the States of Mysore and Andhra Pradesh; and

(b) the names of the approved conversion projects in the State of Mysore ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : (a) and (b) Conversion of the Guntakal-Bangalore MG section to B. G., part of which falls in Mysore State. The work on this project is already in progress.

SHRI D. B. CHANDRA GOWDA : The railways have drawn a perspective plan for the conversion of about 3,200 km. of metre gauge into broad gauge at a cost of Rs. 230 crores. May I know from the hon Minister, for the rapid industrial development, particularly of the Rayalaseema area and parts of Mysore, whether he would consider the conversion of Guntakal-Secunderabad line, or, whether he would consider the taking up of this line immediately ?

SHRI L. N. MISHRA : This question was about this particular section from Guntakal to Bangalore, and I said that this is under progress. It is 280 km. long and it will be completed in about three and a half years and it would cost us about Rs. 17 crores. About the new suggestion, I cannot say anything at this stage. I have already said in my budget speech the new proposals that we have under consideration and the new proposals that have been sanctioned. If that particular project finds a place there, then alone that can be taken up. We have a perspective planning for 15 to 20 years and 3,200 km. of railway lines have to be converted from metre gauge to broad gauge.

SHRI D. B. CHANDRA GOWDA : My question was very specific about the conversion of metre gauge into broad gauge. In view of the fact that Bangalore being the capital of the Mysore State and Mangalore being a harbour, there is no link between Mangalore and Bangalore. The Hassan line is now under construction. Plans have been formulated for constructing broad gauge lines, and in that context, we were given