

years' time and whether the Government of India has approved the scheme ?

**DR. K. L. RAO** : A number of schemes have been received by us from the State Governments. I do not know exactly which scheme the hon. Member is referring to. Quite a number of schemes have been submitted to us from time to time and they are being cleared as quickly as possible. If the hon. Member writes to me about the particular scheme that he has got in view, I will make enquiries.

**MR. SPEAKER** : I find that the number of hon. Members standing up are more than those who have already asked questions. I think we can allow a half an hour discussion, if it is demanded. Those who are left out may try their chance there. But we cannot afford to prolong this question indefinitely.

**Satpura Thermal Power Station,  
Madhya Pradesh Lying Idle**

\*337. **SHRI N. K. SANGHI** ; Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Satpura Thermal Power Station in the coal belt area in Madhya Pradesh is lying idle for want of coal ;

(b) whether the shortage of coal is due to lack of co-ordination between the power plant and the National Coal Development Corporation and the failure of N.C.D.C. to adequately exploit the coal reserves in the area ; and

(c) if so, the steps being taken to energise the plant ?

**THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO)** : (a) to (c). A statement is laid on the Table of the House.

*Statement*

(a) The Satpura Thermal Power Station is not lying idle for want of coal. The Station is operating in accordance with the system load condition, the number of generating sets in operation at any one time varying from 3 to 4 sets, for which necessary coal is being obtained.

(b) Of the present requirements of coal of about 1900 tonnes per day, N.C.D.C. is

supplying about 1200 tonnes only and the balance of 700 tonnes is being obtained from the Pench Valley Coal-fields. The shortfall in the supply of coal from the N.C.D.C.'s own mine of Patherkheda in the vicinity of the power station is on account of shortfall in the production level at the mines and delay in implementing their expansion project which would enable the full needs of Satpura power station being met from these mines.

(c) As already stated, the power station is operating according to the system load demands. However, in view of the necessity for the station to step up generation further for feeding increased power and energy into the Bhakra System action has already been initiated by N.C.D.C. to develop the expansion project at Patherkheda which has already been sanctioned. The supply of coal will now progressively increase to 2500 tonnes per day by 1974-75 which will suffice for stepping up generation at the station. In the meantime, additional coal supplies are being obtained from Pench Valley Coal-fields by rail and road.

**SHRI N. K. SANGHI** : We have just now heard the clamour for electricity all over the country and yet in the Satpura Thermal Power Station only three sets are running against the five sets installed. As against the total demand of 3,500 tonnes of coal we are getting only 1,900 tonnes. May I know how much extra freight has been paid in getting the balance of coal for last year for the third plant of the Satpura Power Station ?

**DR. K. L. RAO** : Actually, the number is not three ; we have been running four machines now. Apart from coal, one difficulty in the case of Satpura has been transmission lines. The lines we have got are not enough. Therefore, we have recently decided to set up a 220 kv line from Satpura to Itarsi, Bhopal and Rana Pratap Sagar. When that line is completed in the course of one year, then it would be possible to push up the power generation at Satpura. We are also trying to have one Satpura-Nagpur line. When these two lines are established then it is possible that all the power generated at Satpura would be fully utilized. Regarding the question of coal apart from what NCDC is supplying, we are getting it from Pench Valley at an extra cost of Rs. 19 per ton.

**SHRI N. K. SANGHI :** Since power shortage is a chronic problem which has created difficulties to the States, what is the difficulty in expediting the lines to Nagpur and Rajasthan so that power can be used by Madhya Pradesh and Rajasthan ?

**DR. K. L. RAO :** It is true that there is some delay in the case of inter-State lines. That is why we have recently decided that inter-State lines, inter-regional lines shall be constructed by the State. If there is any delay, we propose to take over the construction of these lines in the Central sector.

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**SHRI N. K. P. SALVE :** Are the government aware that the Satpura Thermal Power Station can run its three generators with the coal which can be extracted from the Patherkeda mine, which is adjacent to the thermal station ? Are they aware that out of four lines only one line is working and the other three are neglected ? Would you take some steps to ensure that these mines work efficiently ? If they work efficiently, will there be any necessity of getting coal from Patherkeda mines in the private sector and paying Rs. 9 per ton extra ? Secondly, is the Minister aware that the capacity of this thermal station can be augmented to 1,000 Kw, as there is adequate coal in the area adjacent to the thermal power station which has not been exploited ? If the government is aware of that, what steps are they taking in the matter ?

**MR. SPEAKER :** He is giving information in the form of a leading question. Why does he not ask a direct-question ?

**SHRI N. K. P. SALVE :** It is a direct question. Would they exploit the coal in the coal-bearing area and augment the capacity ?

**DR. K. L. RAO :** It is a very good idea for generation of power and we are programming to make 1,000 kw power in the next decade. It is also true that the coal there can be exploited to meet the demand of the thermal station. Unfortunately, NCDC has not been able to meet all the requirements. There are many reasons for it. Actually, I am most anxious that the coal mine should be worked by the power station, in which case we will get coal much cheaper. This is a matter for discus-

sion between the Madhya Pradesh Government and the NCDC and I wish Madhya Pradesh Government success in their efforts.

**SHRI N. K. P. SALVE :** What amount augmenting the supply ?

**DR. K. L. RAO :** I have already replied to it.

**SHRI D. D. DESAI :** In view of resistance by certain States for inter-linking the power grids in various States, would the hon. Minister consider making allocation of funds on the basis of certain tie-up with transmission lines.

**DR. K. L. RAO :** I have not exactly followed the hon. Member. Probably, he means there should be more of transmission lines. I am fully aware of that. We are trying to augment the voltage to a higher level. We are using 220 kw and we are going to have 400 kw so that more power can be transmitted.

**SHRI D. D. DESAI :** My question was whether the hon. Minister will consider funds tied-up with particular inter-linked transmission lines inter-connecting the various State power grids ?

**SHRI K. L. RAO :** That is what I submitted.

**MR. SPEAKER :** The question is about the Satpura Thermal Power Station. How is it linked up with this ?

**SHRI D. D. DESAI :** Madhya Pradesh has to be linked up with various States...so that more power can be generated by Satpura if transmitted and utilised.

**DR. K. L. RAO :** That is what I submitted. We are trying to inter-connect every State with other States. Madhya Pradesh is already linked up with Maharashtra. We are going to augment the voltage to a higher level. We are also inter-connecting with Rajasthan, Uttar Pradesh and from Amarkantak to Rihand.

**SHRI SANJEEVI RAO :** Since a lot of coal is being accumulated at Singareni coal mines, what is the exact position of start-

ing power stations in the Singareni coal mines area ?

DR. K. L. RAO : Singareni is full of coal. We are planning for the next decade for further expansion of power in that area.

#### Electrification of Indian Railways

\*341. SHRI M. KATHAMUTHU : Will the Minister of RAILWAYS be pleased to state :

(a) whether scheme for electrification of Railway routes during the Fourth Plan have been finalised ; and

(b) if so, the decision taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir.

(b) Electrification of the following Railway sections comprising 1758 route kms. have already been approved for being taken up during the Fourth Five Year Plan :

Section	Route Kms.
1. Virar-Sabarmati	442
2. Waltair-Kirandul	471
3. Panskura-Haldia	69
4. Tundla-Delhi	292
5. Madras-Vijayawada	484
	1758

SHRI M. KATHAMUTHU : I understand the Study Team of Railways has recommended electrification of Madras-Cochin Section. May I know from the hon. Minister why the Programme is not included in the Fourth Plan.

SHRI MOHD. SHAFI QURESHI : This electrification requires a very high initial investment which is to be justified economically on Sections carrying a very high density of traffic. As and when we feel that the density of traffic is so great that we have to electrify, we will certainly take that into consideration.

SHRI M. KATHAMUTHU : Will the hon. Minister consider electrification of

Madras-Arkonan line at the first stage as it being a very heavy traffic area ?

MR. SPEAKER : This is a general question about electrification of Indian Railways.

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय, मैं मन्त्री महोदय से यह जानना चाहता हूँ कि क्या यह मांग भी आई है कि बम्बई से बड़ीदा और बड़ीदा से अहमदाबाद बिजली की लाइन चालू की जाय ?

श्री मुहम्मद शफी कुरेशी : मांगें तो आती रहती हैं। इसके बारे में मुझे कोई खास वाकफियत नहीं है।

SHRI B. S. MURTHY : The Vijayawada-Madras Electrification was taken up in the Third Five Year Plan. It has not been completed. I want to know the reason.

SHRI MOHD. SHAFI QURESHI : As I have already stated the projoect Madras-Vijayawada section has been approved for execution during the Fourth Five Year Plan.

#### Linking Up of Container Freight Service with International Traffic

\*345. SHRI KALYANASUNDARAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to link up streamlined container freight service with international traffic by the utilisation of container-ships ;

(b) if so, the main features thereof ; and

(c) what preparatory work is being done to implement the proposal ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The subject is under examination.

(b) and (c). Government of India has appointed a Working Group to go into the matter. The draft report of the Working Group will be finalised shortly, and on its