

(d) 41599 tyres and 11510 axles have been ordered on the Hungarian firm.

Shri Subodh Hansda: From the statement, I find that there is no significant shortfall of axles and wheels; at the same time, it is stated that the indigenous capacity for production of these axles and wheels is also inadequate. Am I to understand that the number of tyres and axles which have been ordered from abroad is the net shortfall or is there any more shortfall?

Mr. Speaker: Is the number that has been asked to be imported from Hungary to make up the shortfall?

Shri S. V. Ramaswamy: The position is this. We have assessed the requirements. There is indigenous capacity inside the country. The capacity is not able to cope fully with the requirements of the plan project. To meet the immediate requirements, we have placed orders abroad. That is the position.

Shri Subodh Hansda: May I know whether the cost of these axles and wheels that have been ordered from Hungary will be paid in foreign money or by Indian money?

Shri S. V. Ramaswamy: So far as the Hungarian order is concerned, they have accepted payment in non-convertible rupees.

Shri S. C. Samanta: May I know whether we have to import any raw materials for the indigenous production of axles and wheels in our country?

Shri S. V. Ramaswamy: No, Sir, There is no question of import of raw materials.

Shri A. P. Sharma: Is it a fact that there is acute shortage of couplings and on account of this on the South Eastern and Eastern Railways a good number of wagons are rendered idle?

Shri S. V. Ramaswamy: That does not arise out of this.

Mr. Speaker: We are only on axles and wheels on this question.

Shri Bhagwat Jha Azad: The statement says that we are importing part of our requirements. May I know what percentage of our requirements is still imported from outside?

Shri S. V. Ramaswamy: I could not work out the percentage, but I could give the figures if they are required.

श्री म० ला० द्विवेदी : उत्तर के साथ जो ब्यान रखा गया है, उस में यह लिखा है कि दुर्गापुर व्हील्स एंड एक्सलज प्लांट में जब फुल प्राडक्शन होगी, तो इस सम्बन्ध में हमारी कमी पूरी हो जायगी। मैं यह जानना चाहता हूँ कि इस वक्त उस प्लांट की कैपैसिटी क्या है और जब वह पूरी ताकत पर काम करने लगेगा, तो उस समय उस की प्राडक्शन कितनी होगी।

Shri S. V. Ramaswamy: Actually, it falls under the Steel Ministry, but I shall answer it. The full capacity in the first phase is rated at 45,000 wheel sets per annum, but they have just started production. They have been able to produce 300 wheels so far and 2,000 axles. When the full production is taken up, the Durgapur plant will be able to supply us with the required 75,000 wheel sets.

श्री सरजू पाण्डेय : क्या मैं जान सकता हूँ कि हंगरी की इस फर्म के साथ जो सौदा किया गया है, क्या उस के लिए टेंडर इन्वाइट किये गए थे ?

Shri S. V. Ramaswamy: It was by global tender.

Mata Tila Dam

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*647. { **Shri S. M. Banerjee:**
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri B. K. Das:
Shri Subodh Hansda:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether Mata Tila Dam has been completed;

(b) if not, when the same is likely to be completed; and

(c) whether construction work on power house has started?

The Parliamentary Secretary to the Minister of Irrigation and Power (Shri S. A. Mehdi): (a) Yes Sir; except for the installation of flood gates.

(b) The installation of flood gates is expected to be completed by June, 1963.

(c) The work on excavation for foundations of the power house has been completed. The actual construction work on the power house is expected to be taken up after finalization of tenders which have been called.

Shri S. M. Banerjee: Is it a fact that the original estimate of this particular dam was about Rs. 3 crores and now it has gone up to Rs. 11 crores? I want to know whether it is a fact.

Shri S. A. Mehdi: Yes, there has been some increase in the original estimate of the dam. Now it has reached completion and only the gates are left to be completed.

Shri S. M. Banerjee: I want to know whether tenders were invited long ago and still they are being awaited, I want to know when it is likely to be finalised and work started on the power house.

Shri S. A. Mehdi: The power house is expected to be commissioned by 1965, and these tenders and all have been called.

श्री म० ला० द्विवेदी: माताटीला डैम प्राजेक्ट के कम्प्लीट होने के बारे में सरकार के द्वारा बतलाया गया था कि उस को दूसरी पंच-वर्षीय योजना के कोर में शामिल कर लिया गया था, लेकिन अब ऐसा मालूम होता है कि वह तीसरी योजना के अन्त तक पूरी नहीं

होगी। मैं यह जानना चाहता हूँ कि इस विलम्ब के क्या कारण हैं ?

श्री स० अ० मेहदी: तीसरी योजना के अन्त तक काकी काम खत्म हो जायगा। पावर हाउस का काम भी खत्म हो जायगा। सिर्फ कैनल वगैरह थोड़ी बाकी रह जायगी।

श्री ब्रज बिहारी मेहरोत्रा: क्या इस पावर हाउस के लिए टरबाइन्ज विदेशों से मंगाई जायेंगी या भारत की बनी टरबाइन्ज लगाई जायेंगी ?

श्री स० अ० मेहदी: पावर हाउस में जो टरबाइन्ज लगेंगी, वे विदेशों से मंगाई जायेंगी।

Shri Vidya Charan Shukla: Although the agreement provides for the construction of feeder channels and canals in the territory of Madhya Pradesh as well as U. P., may I know whether it is a fact that only the canals and feeder channels on the U. P. side have been completed and that part of the agreement which requires the construction of the canals on the Madhya Pradesh side has not been completed?

Shri S. A. Mehdi: It is expected that by 1963-64 the canal would be completed.

Shri Vidya Charan Chukla: I want to know whether the agreement has been violated.

Mr. Speaker: All work would be completed before the water is discharged.

Shri Vidya Charan Shukla: I want to know whether the agreement has been kept up or violated.

The Minister of Irrigation and Power (Shri Alagesan): There is no question of violating any agreement. The answer is that we are going to complete the work on the canals very shortly.

श्री राम सेवक यादव: अभी सभा-सचिव महोदय ने बताया है कि एस्टीमेट में कुछ फर्क पड़ गया है। मैं यह जानना चाहता हूँ कि

आरिजिनल एस्टीमेट और वर्तमान एस्टीमेट में कितना फर्क है।

श्री स० अ० मेहदी : मैं ने अभी बताया है।

श्री राम सेवक यादव : सभा-सचिव महोदय ने बताया है कि आरिजिनल एस्टीमेट और इस वक्त के एस्टीमेट में कुछ फर्क पड़ गया है। मैं यह जानना चाहता हूँ कि वह फर्क कितना है।

अध्यक्ष महोदय : क्या सभा-सचिव महोदय कोई डेफिन्ट ज़िगर बता सकते हैं ?

श्री स० अ० मेहदी : इस के लिए मुझे नोटिस चाहिए।

श्री कृष्णदास : मैं यह जानना चाहता हूँ कि इस डैम से जो बिजली पैदा की जायगी, उस में से मध्य प्रदेश को कितनी दी जायगी।

अध्यक्ष महोदय : पहले बिजली पैदा तो होने दीजिए।

Bridges on Yamuna

*648. **Shri Surendra Pal Singh:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the scheme and programme of constructing three bridges across the river Yamuna in Delhi is going ahead according to schedule, or the work is being delayed for some reason or the other; and

(b) when the first bridge under this scheme i.e. Wazirabad Bridge will be ready?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) & (b). The present position with regard to the three bridges across the river Yamuna in Delhi is indicated below:—

Yamuna Bridge at Wazirabad: The work on the bridge was commenced in January, 1962 and is progressing well. Originally, it was

expected to be completed by December, 1962, according to the agreement entered into with the contractor. Owing to some delays, the bridge is now expected to be completed by March, 1963 and the approaches by June, 1963.

Yamuna Bridge at Humayun's Tomb: The work was sanctioned in February, 1961 at an estimated cost of Rs. 54,62,200/-. The contract for the work was awarded in May 1961 and the work commenced in January 1962. The construction work of the bridge proper could not be taken in hand as the contracting firm were asked to modify their design in accordance with the actual sub-soil particulars, the collection of which was entrusted by the firm to the Central Road Research Institute. The firm will submit the modified design after the receipt of the report from the Central Road Research Institute on the completion of the boring work. The work on the guide bund on the right bank of the river including the apron and the pitching on the side slope in the down-stream portion is nearing completion. Work on the left guide bund will be taken up after the monsoon. The bridge is expected to be completed in all respects by June 1965.

Pontoon Bridge down stream of the Existing Railway Bridge: This bridge is to be constructed by the Delhi Municipal Corporation at an estimated cost of Rs. 3.87 lakhs. The proposal is before the Works Committee of the Corporation and is expected to be sanctioned shortly.

Shri Surendra Pal Singh: Is it a fact that according to the original schedule the work on Wazirabad Bridge was to start in early 1960, but, from the statement we find that the work actually commenced in January 1962. If this is correct, may I know the reasons for that delay?

Shri Raj Bahadur: I cannot give the exact time when the work was to commence. But the bridge construction was commenced in January, 1962; and it is likely to be fully completed by June 1963.