

conditions of tide, are not available at Haldia. Normally, vessels enter and leave the Haldia dock system on high water so that the River Bars can be negotiated with difficulty. Facilities for exit and entry of vessels into the impounded dock system at Haldia is dependent on tide and not on impounding system.

Haldia Dock complex was conceived as an impounded dock system. By the impounding system the level of water inside the dock is maintained at the required level and does not fluctuate with the water levels in the river which are dependent on tides. As has been indicated above, impounding facilities are available at Haldia. As such there has been adverse impact on Shipping and Traffic.

Setting up of Power Finance Corporation

1307. SHRI K. PRADHANI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Department of Power propose to set up a Power Finance Corporation;

(b) if so, its broad pattern estimated equity capital base and objectives;

(c) whether the Corporation would be allowed to raise market borrowings, float bonds and seek contributions from the State Electricity Boards to build up its investment; and

(d) when it is likely to come into being ?

MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (d). A proposal to set up a Power Finance and Development Corporation is under examination.

[Translation]

Conversion of Darbhanga-Jayanagar Rail Into Broad Gauge Line

1308. SHRI ABDUL HANNAN ANSARI : Will the Minister of RAILWAYS be pleased to state;

(a) whether any proposal to convert Samastipur-Darbhanga metre gauge section into broad gauge had been approved;

(b) whether a survey for converting metre gauge line from Darbhanga to Jayanagar into broad gauge line had completed in 1983; and

(c) if so, the time by which work on both these schemes will be taken up ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir.

(b) Yes, Sir.

(c) The execution of the conversion of Samastipur-Darbhanga Metre Gauge section into Broad Gauge, which is an approved project, will depend on availability of resources.

The question of taking up the conversion of Darbhanga-Jayanagar section will have to wait till the resource position improves.

[English]

Rayachur Macherela Rail Link

1309. SHRI M. RAGHUMA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to link Rayachur with Macherela via Deverkonda-Jedcherla ;

(b) if so, the details thereof of ;

(c) whether any survey has been conducted so far ;

(d) if so, the funds actually sanctioned and expenditure incurred so far ; and

(e) whether project will be expedited in view of its socio-economic importance ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c). A Preliminary- Engineering - cum - Traffic Survey for a new Broad Gauge line between Macherla and Raichur via Gadwal is in progress. The length of the proposed line is expected to be about 260 Kms. The progress of the Engineering Survey is over 60%. The traffic survey has not been started so far.

(d) The estimate for the survey was sanctioned in 1981 for an amount of Rs. 17.52 lakhs. The anticipated expenditure upto the end of January, 1985 is Rs. 12.16 lakhs.

(e) On completion of the survey, the report will be examined in all its aspects, and further action taken in consultation with Planning Commission, if necessary, subject to availability of resources.

Dharna by JNU Students' Union

1311. SHRI K. R. REDDY : Will the Minister of EDUCATION be pleased to state :

(a) whether Government's attention has been drawn to the day-long Dharna by Jawaharlal Nehru University Students' Union in the capital and if so, steps taken/proposed to defuse such wasteful situations ; and

(b) whether Government propose to empower and require the Governing Bodies of such Institutions to look into such breakdown without any delay and find lasting solutions by establishing lines of communication between students and the faculty ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) and (b) During 1984-85, the Jawaharlal Nehru University had given provisional admission to a number of students subject to the condition that they produce the results of their qualifying examination by 30 October, 1984. 44 students, who failed to submit the mark-sheets of their qualifying examination by the stipulated date were removed from the rolls of the University. These students launched an agitation including a day-long Dharna on 14th February 1985, to press their demand for revocation of the University's decision to remove them from the rolls.

The Academic Council of the University considered the matter and decided that in case the affected students can submit the documents by March 22, 1985, they may be readmitted

to the Winter Semester as fresh entrants. The University also decided that in future no student should be admitted without submission of all necessary documents at the time of admission, and that all fresh admissions should be closed on 14th August of the year of admission.

Pandiar-Punnapuzha-Nellithusai Scheme to Augment Water Supply to Coimbatore

1312. SHRI R. ANNANAMBI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the present stage of proposal of Pandiar - Punnapuzha - Nellithusai Scheme ;

(b) the action taken by the Government for the speedy implementation of this scheme in the near future ;

(c) whether the water tapped at the Lower Bhavani Basin would augment the present water supply position for Coimbatore ; and

(d) if so, the details thereof ?

MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b) As inter-State issues relating to the utilisation of river waters are involved, the projects will be considered, after these issues are resolved.

(c) and (d) Information in the matter is being collected and will be laid on the Table of the House.

Construction/Conversion of Rail Line in Rajasthan

1313. SHRI BANWARI LAL : Will the Minister of RAILWAYS be pleased to state :

(a) the length of the new railway lines constructed or converted into broad-gauge lines in the Rajasthan during the last three years ; and

(b) the details of the railway lines likely to be constructed or converted