

was this power utilised in Punjab and Rajasthan and how could it be switched off at a later stage?

Shri Hathi: From the 6th December 1960 to 31st January 1961 the Nangal Fertiliser Factory utilised from 1,500 to 7,200 kW. The remaining energy was utilised by the respective Governments.

Shri Harish Chandra Mathur: The power utilised by the State Governments of Punjab and Rajasthan is given in part (b), which means that about a lakh kW. was utilised by Punjab and Rajasthan. Now how has that utilisation been cut off? I cannot understand how about 90,000 kW. could be utilised today and it could be switched off tomorrow. It is not at all clear to me. Punjab and Rajasthan utilised more than 90,000 kW. in December and January and now in February and March they are switching off. What has happened to the demand of energy which was there?

Mr. Speaker: How was it reduced?

Shri Hathi: It so happened that the second unit of 50,000 kW. was commissioned in February, 1961. So, the additional power of 50,000 came only in February.

Shri Harish Chandra Mathur: Are you satisfied with the answer, Sir?

Mr. Speaker: It is not for me to be satisfied.

Shri C. R. Pattabhi Raman: It is just possible they may be having some sort of thermal plant?

Mr. Speaker: The hon. Member is becoming a Minister. Next question.

Town Planners' Proposals for Connaught Place, New Delhi

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*1567. { **Shri Inder J. Malhotra:**
 Shri Bahadur Singh:

Will the Minister of Health be pleased to state:

(a) whether the panel of town planners for Delhi have approved the

blueprint for the construction of a 16 storey building in a plot lying between Sciendia House and Regal Building in Connaught Circus, New Delhi;

(b) whether the town planners have also suggested the construction of four underground crossings at the junctions of Connaught Place; and

(c) what are the other recommendations of the town planners to relieve traffic congestion in the Connaught Place area?

The Minister of Health (Shri Karmarkar): (a) The Town Planning Organisation had made a suggestion for the development of two vertical buildings which might be used for offices, rising up to about 16 storeys, in this plot. The matter is under consideration of the Government of India.

(b) The Road Safety & Plans Subcommittee of the N.D.M.C. have recommended construction of two under-ground pedestrian sub-ways.

(c) The N.D.M.C. have reported that it is proposed to replan bus stops and parking places, introduce one way traffic, convert Connaught Place Park into one Unit by eliminating the link roads, reallocate public vehicle stands and develop the middle road, Connaught Place, by giving 20 set back line to the proposed buildings on the ground floor.

Shri Inder J. Malhotra: In view of the fact that there has been a gradual rise in the sub-soil water in and around Delhi, may I know whether this point was considered by the engineers that a 16 storey building would be safe in Delhi?

Shri Karmarkar: The Ministry of Works, Housing and Supply, which is concerned with sub-soil water, I am quite sure, will take good care of this.

Shri Anwar Haryani: May I know who is going to build this 16 storey building and whether they have approached Government for any subsidy for it?

Shri Karmarkar: So far as I can see, no subsidy has been asked for and the proposal has been made by the Life Insurance Corporation.

Shri Kalka Singh: May I know whether this 16 storey building is the same which was planned to be built near the Secretariat building?

Shri Karmarkar: No. So far as I can see, that idea has been abandoned.

Dry Dock at Visakhapatnam

*1569. { **Shri Ram Krishan Gupta:**
Shri T. B. Vittal Rao:
Shri Pangarkar:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 612 on the 1st December, 1960 and state:

(a) whether revised and up-to-date estimates for having a Dry Dock at Visakhapatnam have since been prepared;

(b) if so, the details thereof; and

(c) when the work will start?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) Yes.

(b) The revised estimates are of the order of Rs. 269.00 lakhs including foreign exchange to the extent of Rs. 73.00 lakhs. In the revised scheme, provision has been made for installation of two 10-ton cranes, an additional heavy lift 40-ton crane, to equip the dry dock with mechanical automatic bilge blocks, which were not contemplated in the original scheme.

(c) The work will be taken up as soon as the foreign exchange required for the project has been secured. We are exploring all possible sources for the purpose.

Shri Ram Krishan Gupta: In reply to a previous question also, it was stated that the main problem was one

of foreign exchange. What steps have been taken so far to solve this problem?

Dr. P. Subbarayan: As I said, we are exploring all avenues for the purpose of foreign exchange. Rs. 73 lakhs is rather a large sum as the hon. Member will realise.

Shri T. B. Vittal Rao: The Chairman of the Hindustan Shipyard has stated that this project should be given a high priority even for the second shipyard. The Estimates Committee has endorsed it. The Ships Repairs Committee has also recommended the taking up of this project. In view of all these recommendations, why is it that the Government is hesitant about taking up this?

Dr. P. Subbarayan: I accept all that the hon. gentleman says. But so far as the matter of foreign exchange is concerned, from Rs. 49 lakhs it has risen to Rs. 73 lakhs. The original estimate for the scheme was Rs. 215 lakhs which has now risen to Rs. 269 lakhs.

Shri T. B. Vittal Rao: Even for the effective functioning of the Hindustan Shipyard the dry dock is essential. When that is the case, why not give top priority to it?

Dr. P. Subbarayan: Just by giving top priority it is not possible to find the foreign exchange necessary.

Shri T. B. Vittal Rao: Under Transport and Communications Rs. 300 crores of foreign exchange is provided. Can we not get Rs. 73 lakhs out of those Rs. 300 crores?

Dr. P. Subbarayan: It is not as easy as the hon. Member thinks.

Shri Raghunath Singh: When India is spending practically Rs. 70 lakhs per month, and nearly half of that amount in foreign exchange, may I know why this dry dock should not be taken up at once, when we are paying already so much to the foreign companies?