

these organisations that they will be made sick in less than four hundred or five hundred hours of working and they will be either utilised indirectly by some private individuals or thrown as junk. Whether it is the property of the public sector or the private sector, it is a national asset and so it has to be put to use continuously. Keeping this machinery idle on account of a major breakdown or overhaul, is a great loss to the nation.

Already promised by the Minister I would like to know from him whether he will take care of all such public sector undertakings under him as such large machinery is being purchased and made as junk in no time and see that this is not continued in future and a decision is taken immediately to dispose it of in the open auction instead of keeping it idle for years together.

SHRI ARIF MOHAMMAD KHAN: The reply that I had given was in relation to the point made by the hon. Member disputing the figures which have been given in the answer. As far as the figures which are given in the answer are concerned, I would like to mention that they are percentage achievement of availability. This is in the context of the figures which are given in the answer. The availability against the norms upto the third quarter of 1989-90 in Coal India Ltd. is as follows:

Dragline	—	91%
Shovel	—	81%
Dumper	—	82%
Dozer	—	75%

That is not very much on the higher side. Still, as I said earlier, it is a continuous process. We are making efforts to see that these are put back into service as soon as possible.

SHRI ANIL SHASTRI: I would like to know from the Minister whether these shovels which have been purchased are very expensive and whether they are manufac-

ured in India. I would also like to know from the Minister where from these shovels are purchased.

SHRI ARIF MOHAMMAD KHAN: Most of the manufacturers are indigenous manufacturers. Some of them are HML, GMMCO BEML, KCL, L&T, Premnath Diesels. Most of these are indigenous sources.

WRITTEN ANSWERS TO QUESTIONS

[English]

Thermal Power Plant in Karnataka

*211. **SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR:** Will the Minister of ENERGY be pleased to state:

(a) whether Government have any proposal to set up any thermal power plant in the coastal area of Karnataka during the Eighth Plan period; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) The National Thermal Power Corporation have taken up the implementation of the Mangalore Super Thermal Power Project Stage-I (2 x 210 MW) in the Dakshina Kannada district of Karnataka.

Supply of Coal to Raichur Thermal Power Station

*212. **SHRI R. GUNDU RAO:** Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether coal was supplied to Raichur Thermal Power Station from Singareni

Collieries through a shorter route till 1988;

(b) if so, the reasons for sifting the movement of coal through a longer route;

(c) whether Karnataka Government have requested to supply coal through shorter route; and

(d) if so, the action taken by Union Government thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (d). Due to increase in demand of coal for the Raichur Thermal Power Station, additional coal linkage has been provided from Bhadrachalam branch line portion of Singareni coal fields. The shortest route via Kazipet-Secunderabad-Wadi being saturated, this coal has to be moved via Vijayawada-Gudur-Renigunta rationalised longer route and the freight charges are levied accordingly. Even prior to 1988, some coal was moving via the longer route due to capacity constraints. The reasons for moving this coal via longer route have been explained to the Government of Karnataka.

[*Translation*]

Rest Houses for Coach Attendants at major Railway Stations

*213. SHRI RAMLAL RAHI: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) the major and important railway stations where various zonal railways have constructed waiting rooms and rest houses for coach attendants;

(b) whether Government propose to provide this facility at other important stations where it has not yet been provided; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). A statement is given below.

(c) Does not arise.

STATEMENT

(a) (i) *Stations having separate resting facilities for coach attendants*

Ahmedabad, Ratlam, Kota, Ajmer, Palanpur, Udaipur, Gandhidham, Gudur, Tirupati, Vijayawada, Narsapur, Kakinada Port, Vishakapatnam, Raichur, Cuddapah, Dharmavaram and Hospet.

(ii) *Stations where coach attendants share resting facilities with other train staff*

Bombay VT, Pune, Bhusawal, Manmad, Bhopal, Itarsi, Bina, Jhansi, Agra Cantt., Manikpur, Katni, Wadi, Sholapur, Daund, Nagpur, Balharshah, Delhi, New Delhi, Hazrat Nizamuddin, Meerut Cantt., Saharanpur, Kalka, Shimla, Ferozpur, Jammu Tawi, Amritsar, Ludhiana, Pathankot, Nazibabad, Dehradun, Lucknow, Varanasi, Allahabad, Kanpur, Chopan, Tundla, Bikaner, Mughalsarai, Ratangarh, Jodhpur, Delhi Sarai Rohilla, Hanumangarh, Jaisalmer, Barmar, Lucknow Jn., Gorakhpur, Sonpur, Barauni, Jayanagar, Forbesganj, Katihar, Allahabad City, Kasganj, Kathgodam, Achnera, Dibrugarh, Tinsukia, Mariani, Ledo, Simalguri, Furkating, Siliguri, Murkong Solek, Lumding, Lower Hailong, Dharamnagar,