

shall not exceed:

- (a) Seventy five percent in the case of formulations specified in Category-I of the Third Schedule;
- (b) One hundred percent in the case of formulations specified in Category-II of the said Schedule.

The manufacturers are required to adjust their profitability as well as expenses within the given MAPE. It is quite possible that in the cases of new products, the marketing campaign expenses might be on the higher side, at launching stage.

Overbridge at Madras Central Railway Station

*15. SHRI ERA ANBARASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct an overbridge at Madras Central Railway Station for connecting all the 14 platforms on the pattern of Vijayawada railway station;

(b) if so, the funds allocated for this purpose; and

(c) when the construction work will be taken up?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir. A foot over bridge connecting all the 11 platforms at Madras Central Station is being provided.

(b) Rs. 22 lakhs approximately in the year 1989-90.

(c) The work will start on receipt of the requisite fabricated material for which preliminary arrangements have already been made.

Punctuality of Trains

*16. SHRI SHIVRAJ V. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the punctuality of trains has been badly affected during the past few months;

(b) if so, the reasons therefor;

(c) the details of the long distance trains which could not maintain punctuality during the past three months; and

(d) the steps taken by Government in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Punctuality of Trains suffered a set back due to anti reservation agitation and bad weather during November, December '89 and January '90.

(c) Tamil Nadu, Kerala, Andhra Pradesh, Neelanchal/Puri Magadh, Vaishali and Rajdhani Expresses were some of the long distance trains whose punctuality has not been satisfactory.

(d) Intensive chasing, monitoring and punctuality drives.

Talcher-Sambalpur Railway Line

*17. SHRI BHAKTA CHARAN DAS:
SHRIGOPINATH GAJAPATHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the progress in the construction of Talcher-Sambalpur railway line is not as per schedule;

(b) if so, the factors responsible therefor;

(c) the amount allocated for that line so far; and

(d) the steps taken to enhance the allocation of funds and to expedite the construction work?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Prog-

ress of construction of Talcher–Sambalpur line is commensurate with the allocation of resources and as per schedule except that the Talcher–Angul (18 Km.) section planned for opening by 31.3.90 is now proposed for opening by 30.6.90 due to delay in raising electrical overhead crossings by State Electricity Board.

(c) Upto 1989-90 Rs. 25.29 crores have been allocated.

(d) Allocation has been enhanced from Rs. 8 Crores in 1988-89 to Rs. 11.29 crores in 1989-90.

Soviet Aid for Maithon Thermal Power Plant, Bihar

*18. SHRI R.N. RAKESH. Will the Minister of ENERGY be pleased to state:

(a) whether the attention of Government has been drawn to the news item captioned "Soviet Aid for power plant finalised" which appeared in "The Economic Times" dated 12 February, 1990;

(b) if so, the amount spent so far on Maithon Thermal Power Plant;

(c) the amount of Soviet aid provided/promised for it; and

(d) the time by which this Project is likely to be completed?

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

(b) An amount of Rs. 75 lakhs has so far been spent on the Maithon Right Bank Thermal Power Station.

(c) The Soviet aid for this project is included in a total credit of 770 million roubles under an inter governmental credit agreement for several power projects.

(d) The project is likely to be completed within the Eighth Plan period.

Power Generation as Central Subject

*19. SHRI BALASAHEB VIKHE PATIL: Will the Minister of ENERGY be pleased to state:

(a) whether Government are considering a proposal to make power generation in the country a Central subject; and

(b) if so, when a final decision is likely to be taken?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Government is not presently considering any proposal to make power generation, in the country, a Central Subject.

[Translation]

Hydel Power in Sharda Valley in U.P.

*20. SHRI HARISH RAWAT: Will the Minister of ENERGY be pleased to state:

(a) whether any comprehensive scheme for the utilisation of hydel power potential in Sharda Valley in Uttar Pradesh has been formulated;

(b) if so, the details thereof;

(c) whether a separate corporation is proposed to be constituted for this purpose; and

(d) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). With the concurrence of Government of Uttar Pradesh, the NHPC has prepared two master plans for the development of the river basins of Dhauliganga and Gauriganga rivers, the two tributaries of the Sharda river. The Corporation has also taken up the investigation of the various stages of development of the two basins. Project report of Dhauliganga, stage-I (250 MW) has already been prepared and