

ing loaded vehicles besides passengers. Delay in arranging the power ferry service has arisen on account of the following reasons:

(i) The Construction of a jetty required for the ferry service was delayed as, during the construction, a high flood was experienced which damaged the jetty. Again the wooden ramps in the approaches to the jetty were washed away due to a very high tide.

(ii) No suitable contractor came forward to run the ferry in spite of several attempts. Arrangements for changing over the running of the ferry service from contract system to departmental system have taken time.

**Shri S. C. Samanta:** From the statement, I find that a passenger ferry service is already there. But is it not a fact that this place is half a mile up the river, and if so, may I know whether this power ferry is contemplated there or at the road site?

**Shri Raj Bahadur:** A new jetty has got to be constructed for the power ferry. I am not aware of the exact point that the hon. Member refers to, but I think it is in a suitable position in alignment with the main thoroughfare.

**Shri Subodh Hansda:** From the statement I find that there are two reasons given there for the delay in arranging the power ferry service. One of the reasons is that no suitable contractor came forward to run the ferry in spite of several attempts. If that was a fact, may I know why Government did not come forward to take up this ferry service departmentally?

**Shri Raj Bahadur:** To begin with, we tried to get private parties to come into this power ferry service business; since we were not finding suitable parties coming forward, we have now tried to take up the work ourselves governmentally.

**Shri S. C. Samanta:** From the statement I find that the jetty required for the power ferry service was constructed but was damaged by the floods.

May I know why the work was not taken up before the rainy season or after the rainy season?

**Shri Raj Bahadur:** It was taken up in good season. It has been damaged twice; when it was constructed to about 25 per cent first, it was washed away; again, it was taken up and the jetty was nearing completion, but the heavy tides came again, and it was again damaged.

**Shri Sadhan Gupta:** May I know whether in view of the fact that suitable parties are not coming forward to run the power ferry service, it is going to be run by Government, and if so, from what time?

**Shri Raj Bahadur:** As I said, it has already been contemplated that the State Government should run the ferry; as soon as we get the power boats for that, i.e. suitable powercraft, we shall try to do so.

**Shri Sadhan Gupta:** May I know when the construction of the jetty was commenced for the first time, and when it was commenced for the second time, whether it was before the rainy season or during the rainy season or after the rainy season?

**Shri Raj Bahadur:** The construction of the jetty was taken up some years back it was damaged due to the floods in December, 1956 for the first time; it was again completed in May, 1958, but in August, 1958, the wooden dams and the approaches were washed away due to very heavy tides. It will be apparent that the work was taken up in good dry season and not in the rainy season.

**Bridge over River Torsa on National Highway No. 31**

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\*337. { **Shri Barman:**  
           { **Shri S. C. Samanta:**  
           { **Shri Subodh Hansda:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) the year in which the bridge over River Torsa on National Highway No. 31 was washed away by floods?

(b) whether it is a fact that during rains vehicular traffic remains suspended for more than six months at this point, because even boats cannot take the vehicles across; and

(c) if so, the reasons for not taking steps to restore the bridge and the communications?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) The bridges across the Sil Torsa and Char Torsa were washed away in 1952 and 1954 respectively.

(b) If the flood in the Torsa river is not too high but the water is deep enough for a ferry to ply, communication is maintained during the monsoons by ferries at this site; otherwise an alternative route *via* Matabhanga is used by road traffic. This alternative route makes use of the Railway bridge over the Torsa, which has been decked for road traffic.

(c) The question of constructing permanent bridges over Sil Torsa and Char Torsa rivers is under consideration.

**Shri Barman:** Is it not a fact that the alternative route which the hon. Minister has just now mentioned, that is, *via* Matabhanga is only a kutchra road and has as yet not been metalled? May I know whether the construction of this bridge over the Torsa has been entrusted to any expert body like the River Research Institute at Poona or any other research station so that the engineers may find out how this bridge could be constructed, which we could not do so long?

**Shri Raj Bahadur:** It is true that the arrangement *via* Matabhanga railway bridge is only a make-shift arrangement. That is why we propose to have a pucca bridge there. The hon. Member is very well aware that the changing course of the river has defied so far the engineering experts. A site was selected as far back at 1951; designs were completed by about 1953; just when the designs were sanc-

tioned, a big flood came and the entire site which was selected was found to be absolutely unsuitable for the construction of the bridge. Ever since then, the engineers are again trying to fix up a site, and there is close collaboration in this matter between the experts available in the Central Water and Power Commission and the State Governments.

**Shri S. C. Samanta:** May I know whether there is any difference of opinion amongst the expert engineers, as a result of which this work is not being taken up soon?

**Shri Raj Bahadur:** There may be difference of opinion, because it is a difficult engineering problem. But I cannot say that the work is being delayed only on account of that.

**Shri Barman:** May I know why this task was not entrusted to the River Research Institute so that they could find out a solution? That is my definite question.

**Shri Raj Bahadur:** We shall bear that in mind. I think they are also in consultation with each other.

#### Road and Inland Water Transport Committee

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\*338 { **Shri Subodh Hansda:**  
**Shri S. C. Samanta:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the recommendations made by the Road and Inland Water Transport Advisory Committee have been implemented by Government; and

(b) if not, the reasons therefor?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) and (b). The recommendations made by the Road and Inland Water Transport Advisory Committee mostly concern State Governments and the question of their implementation has been taken up with them. Some of the recommendations with which the Cen-