

Shri Raj Bahadur: After the works are completed it is expected that the capacity of the shipyard would be increased from 2½ vessels per annum to 4 vessels. So far as the reduction in the cost of the jetty is concerned, after due technical examination, and with a view to economising on the expenditure of foreign exchange, it was considered feasible and advisable that this revised allotment should be accepted.

Shri T. B. Vittal Rao: The question of the construction of the dry dock has been deferred. May I know whether it is likely to be taken up now?

Shri Raj Bahadur: The question of dry dock has been considered and taken up from time to time, but, on account of the overall position of foreign exchange difficulty, it has not been possible for the Ministry of Finance to release the necessary foreign exchange for it. Now, as an alternative, we are considering the question of having a floating dock, which may be less expensive and perhaps more manoeuvrable.

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूँ कि ईस्टर्न शिपिंग कारपोरेशन के जो जहाज हैं वह ड्राई डक के लिये सिंगापुर क्यों भेजे जाते हैं। जब हमारे यहां फारिन एक्सचेंज की इतनी कठिनाई है तो दूसरे मुल्कों को क्यों रुपया दिया जाता है और अपने देश में ड्राई डक का निर्माण क्यों नहीं किया जाता ?

श्री राज बहादुर : मैं इससे इंकार नहीं करता कि ड्राई डक की जितनी कैपिटलिटी अपने देश में चाहिये वह नहीं है और यही कारण है कि अपने जहाज बाहर भेजने पड़ते हैं। ड्राई डक ठीकी बन सकता है जब आवश्यक बन, ही विशेषकर विदेशी मुद्रा हो।

Shri Tsangamani: In the statement I find that out of the sanctioned amount, 23 lakhs is for water-supply schemes. We find that the progress has been very slow. May I know when the

water-supply scheme is likely to be completed?

Shri Raj Bahadur : The water-supply scheme was essentially taken up in collaboration with the local State Government. A Joint Water Board had to be established for this purpose which could not be done. That is why there has been some slow progress on this scheme. I hope, now, we shall get over the difficulty.

Shri T. B. Vittal Rao: May I know whether the estimate for the floating dock has been drawn up and what it is and what is the foreign exchange component of it?

Shri Raj Bahadur: The whole proposal is yet in a very preliminary stage of consideration. We are exploring the possibility. Nevertheless there is reason to be optimistic about the final outcome.

Jammu-Srinagar Road

*661. **Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state:

(a) for how many days Jammu-Srinagar Road remained closed during each of the last 4 months;

(b) what are the main causes of the frequent stoppage of the route;

(c) what total amount has been spent by Central Government on roads in the State during each of the last 3 years (i) on original works and (ii) on repairs and maintenance;

(d) whether proper notice is given of the closure of the road; and

(e) what arrangements are made for the tourists who get stranded?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The road remained closed for 27, 7, 11 and 1 days during the months of July, August, September and October 1959 respectively.

(b) The stoppage was due to occurrence of hill slides and washing away of small bridges and culverts on

account of unprecedented continuous rains and consequent floods;

(c). A statement is laid on the Table of the Lok Sabha. [See Appendix II; annexure No. 93].

(d). Yes; and

(e). Stranded tourists are put in Dak Bungalows and Rest Houses and every facility is given to them.

Shri Harish Chandra Mathur: Has the hon. Minister noted that the bill of repairs is abnormally high? In 1957-58, it appears from the statement that, on original works, they spent Rs. 35 lakhs and on repairs, Rs. 25 lakhs. In 1958-59, on original works they spent Rs. 30 lakhs and on repairs, Rs. 22 lakhs. May I know what is the nature of these repairs and what steps are being taken to see that the roads are so constructed that such repairs are not necessitated?

Shri Raj Bahadur: We are quite conscious of this unfortunate fact that very heavy sums of money have got to be spent on repair work annually. That is essentially because of the nature of the hill formation which is very loose. Apart from that, there has been a good deal of imprudent deforestation and there has been erosion. Because of grazing by goats and sheep, much of the stability of the hill side has been lost. It is a very complex problem. The only answer appears to be either a realignment of the present road at different places or having a very expensive retaining wall constructed to protect against the danger of hill sides. These are the only two alternatives. We are taking recourse to both.

Shri Harish Chandra Mathur: May I know if this question of reckless neglect of forests has been discussed with the State Government and if so, what conclusions they have arrived at?

Shri Raj Bahadur: It has been taken up with the Engineers and the State Government in the past. It is a problem which is rather of a socio-economic type, also because vast numbers of cattle, sheep and goats etc. taken

by the shepherds come every year up and down this road before and after winter and it is in that period that devastation of forest and grass takes place. I do not know whether the State Government too can find a ready answer for this.

Shri Karni Singhji: In view of the rampant corruption in the State P.W.D. and in view of the fact that this is the only communication road between India and Kashmir, may I know, if the Central Government would consider taking over the maintenance of this road?

Mr. Speaker: Order, order. There is a Government there. What is the meaning of making an accusation, in view of heavy corruption amongst the P.W.D. there? Who is here to defend them? No, no. Hon. Members won't add preambles to their questions. They may merely elicit an answer: what has happened; they are not doing it properly; is the Central Government going to take it up or is it going to their help? That is enough.

Shri Mahanty: On a point of order, Sir, the other day when questions were asked about Shri Kairon, and when Shri Kairon was not here to defend himself, when various matters impinging on the authority of the State Legislature came up before this House, those questions were permitted. Whenever such questions are asked, there must be a clear delimitation as to where we stand and where they stand.

Shri Narayanankutty: Menon: That was a question of law and order.

Shri Mahanty: Let me finish. We have a feeling that when certain questions are asked from certain sections, they go unnoticed. Whenever it comes from the Opposition side, immediately, law and technicalities come up.

Mr. Speaker: Very wrong. Order, order. The hon. Member is absolutely uncharitable and unjust. I am trying to distribute the questions. As a matter of fact, I have heard complaints

from the right side that I more often give opportunities to the left.

Some Hon. Members: Yes.

Mr. Speaker: The hon. Member, whenever he gets up, catches my eye. It is very wrong to cast such aspersions. I always notice who is in the House and who comes occasionally. Whenever he comes, he expects that I must immediately take notice of him and give him more opportunities than the others who are keeping this Parliament going day in and day out. That is a kind of expectation which I am not going to allow. Hon. Members must be here. Therefore, this kind of remark so far as the Chair is concerned is improper.

So far as the other aspect about Shri Kairon is concerned, hon. Members ought not to quote me saying 'you did this'. I am not able to remember now under what circumstances supplementaries were allowed. Therefore, as and when an hon. Member feels that I am allowing supplementaries or that the supplementaries are not in order, he must raise it then and there. I cannot give a ruling on a point of order now so far as that is concerned. So far as the supplementary asked now by Shri Karni Singhji is concerned, he ought not to cast an aspersion—and I say this not only to him, but to all sides of the House—on the establishment in a particular Government. It is for that Government and it is for the hon. Members who are there in the State Assembly to take it up. There is nobody to defend them here. As regards Shri Kairon's matter, if he had taken it up then, I would have been in a position to answer why I allowed those questions and why at a particular stage I stopped them.

Shri Raghunath Singh: The last portion of his remark was against the Speaker. It should be withdrawn. It was casting an aspersion on the Speaker and on his impartiality. It should be withdrawn.

Shri Mahanty: I withdraw. I never meant any aspersion. I wanted an objective fact.

Mr. Speaker: The objective fact is wrong. What is the answer?

Shri Karni Singhji: I want to clarify a point, Sir. The hon. Prime Minister had made a reference in a Press Conference about the Srinagar-Leh road, that there was a great deal of waste of public funds. I based this question on that.

Mr. Speaker: Very well; waste is different from corruption.

Shri Harish Chandra Mathur: May I just submit for your information, as a matter of fact, there are 20 officers of the Kashmir Government who are being prosecuted for corruption and the Central Government is making funds available. I think the Central Government has certain information on this subject. They should be able to throw light.

Mr. Speaker: Unless there are public documents by way of judgments which have impeached the character, gone into it and ultimately decided that so many officers have been convicted, making such observations while the case is pending that these officers are being prosecuted and we have to come to the conclusion here that they are all corrupt—there is absolutely nothing to say one way or the other. Remarks, not based upon any judgments which are unimpeachable, ought not to be allowed in this House.

Shri Raj Bahadur: My answer is this. So far as this particular sector of the road is concerned, it is, of course, being maintained by the State Government. The Jammu-Pathankot road is maintained by the C.P.W.D. Obviously, the Roads Wing of the Transport Ministry is a Consulting Organisation. We do not have an executive wing as such for execution of works. Therefore, we have got to give it either to the C.P.W.D. with limited resources or to the State Government. In the case of this road, the Government appears to have been doing good work. May be, there have been certain cases of irregularity.

They are being investigated by the State Government. We should take due note of it in favour of the State Government concerned. So far as this road is concerned, no such case has so far come to our knowledge. We will be alert about. It.

Shri Tangamani: The hon. Minister told us that for forty-five days in three months, it had been closed. Nearly one crore of rupees have been spent on original works in the past three years. May I know whether the Central Government will request the State Government to take up this work instead of allowing this work to private contractors?

Shri Raj Bahadur: As I have just now mentioned, the conditions in the hill sides and the terrain are extremely difficult. There is loose hill side, there is erosion and there is deforestation which contribute to landslides. These are natural factors against which we have got to content, and I am sure with the retaining walls and the realignment of the road being changed or revised, something might be done.

Shri Tangamani: My point is that it is now in the hands of private contractors. It might be given to the State Government.

Shri Raj Bahadur: I think it is for the State Government, but if the hon. Member.....

Mr. Speaker: He only wants information.

Shri Raj Bahadur: The information is that they are given to contractors so far as I know, but I do not think the State Government as such can take it over.

श्री अ० न० तारिक : मैं यह जानना चाहता हूँ कि क्या यह दुर्घटना है कि बजारत ट्रांसपोर्ट और सेंट्रल पब्लिक वर्क्स डिपार्टमेंट के कुछ इंजीनियर कश्मीर गये थे जब सड़क खराब थी और उन्होंने हकूमत को यह कहा था कि वहाँ पुल बनाने बहुत जरूरी है,

और यह रिपोर्ट आपके पास आई है। वह पुल कब तक बनेगा ?

شری اے۔ ایم۔ طارق - میں یہ جانتا چاہتا ہوں کہ کہا یہ درست ہے کہ وزارت ٹرانسپورٹ اور سنٹرل پبلک ورکس ڈیپارٹمنٹ کے کچھ انجینئرز کشمیر گئے تھے جب سڑک خراب تھی اور انہوں نے حکومت کو یہ کہا تھا کہ وہاں پل بنانے بہت ضروری ہیں اور یہ رپورٹ آپ کے پاس آئی ہے۔ یہ پل کب تک بنیں گے ؟

श्री राज बहादुर : जो पुल बनने हैं उनके बास्ते एनाटमेंट कर दिये जाते हैं। पुल बनाये जा रहे हैं और जितनी जल्दी काम हो सकता है उतना जल्दी करने की कांशिश की जा रही है। लेकिन कोई खास मुद्दा या तारीख तो किसी पुल के बास्ते बिना नोटिस नहीं बतलाई जा सकती।

श्री अ० न० तारिक : मैं यह बतलाना चाहता हूँ कि सर्दियों के मौसम में कश्मीर की इस सड़क की हालत बारिश और बर्फ की वजह से बहुत खराब रहती है क्योंकि भ्रान्ते-बल मिनिस्टर साहब ने अभी खुद बताया कि वह कच्चे पहाड़ हैं। इसके झलावा गर्मी के मौसम में सीय हों को बड़ी तकलीफ हॉती है। इसलिये पुल बनाने के लिये कोई बक्त जरूर तय किया जाये क्योंकि कश्मीर जाने के लिये और कोई रास्ता नहीं है।

شری اے۔ ایم۔ طارق - میں یہ بتلانا چاہتا ہوں کہ سردیوں کے موسم میں کشمیر کی اس سڑک کی حالت بارش اور برف کی وجہ سے بہت خراب رہتی ہے کیونکہ انٹیپل منسٹر صاحب نے ابھی خود بتلایا کہ وہ کچھ پہاڑ ہیں۔ اس کے علاوہ گرمی کے موسم میں سہاگوں کو بڑی تکلیف ہوتی ہے۔ اس لئے پل

पलाने के लिये कौन्सी रास्ता खोजने के लिये
 कोना जाने के लिये
 और कौन्सी रास्ता नहीं है -

श्री राज बहादुर : मैंने प्रश्न किया कि
 जितनी जल्दी हो सकता है वह किया जा रहा
 है। रहा ट्रैफिक के बारे में, तो उसके बारे में
 बताया गया है कि पिछले महीने से पहले
 यानी अक्टूबर में सिर्फ एक दिन ट्रैफिक बन्द
 रहा। उसके बाद ट्रैफिक बन्द होने की कोई
 खबर नहीं आई और कोई खास मुश्किल भी
 खबर नहीं आयी।

Shri Harish Chandra Mathur: Is the
 hon. Minister being in charge of tour-
 ism, aware that during these months
 the tourists were not even informed
 of the closure of the road in time?
 Is there some machinery available to
 see that the tourists are not put to
 avoidable inconvenience?

Shri Raj Bahadur: Unless the land-
 slides came all of a sudden, I think the
 tourists were duly informed. We are
 always alert about, the tourist depart-
 ment particularly, and steps are taken
 to avoid whatever inconvenience can
 be avoided.

श्री रघुनाथ सिंह : इस बात की महमियत
 को देखते हुए कि सिर्फ यहीं एक सड़क है जो
 हिन्दुस्तान का सम्बन्ध कश्मीर से जोड़ती है
 इस सड़क को इम्बियन हाईवेज में क्यों नहीं
 शामिल कर लिया जाता ?

श्री राज बहादुर : यह नेशनल हाईवे
 नं० १ ही नहीं बल्कि नेशनल हाईवे नं०
 १-ए है।

रङ्गी-बद्रीनाथ सड़क

*६६२. श्री भक्त बर्षान : क्या परिवहन
 तथा संचार मंत्री ६ मई, १९५६ के प्रतारकित
 प्रश्न संख्या ४०६० के उत्तर के सम्बन्ध में
 यह बताने की कृपा करेंगे कि :

(क) रङ्गी-हरिद्वार-जोशीमठ-बद्रीनाथ
 सड़क के विकास में इस बीच क्या प्रगति
 हुई है ;

(ख) अब तक कितनी राशि निष्का की
 गई थी और सड़क के प्रत्येक भाग पर कितना
 व्यय हुआ ;

(ग) शेष कार्य को शीघ्र पूरा करने के
 लिये क्या कार्यवाही की जा रही है; और

(घ) राज्य सरकार को आठ लाख
 रुपये के प्रतिरक्त अनुदान स्वीकृत करने के
 प्रस्ताव के बारे में क्या प्रगति हुई है ?

परिवहन तथा संचार मंत्रालय में राज्य
 मंत्री (श्री राज बहादुर) : (क) और (ख)
 इस सम्बन्ध में एक विवरण सभा पटल पर
 प्रस्तुत कर दिया गया है। [विशेष परिशिष्ट
 २, अनुबन्ध संख्या ६४]

(ग) इस काम के करने की जिम्मे-
 दारी उत्तर प्रदेश सरकार की है जो इसे पूरा
 करने में सतत प्रयत्नशील है।

(घ) प्रदेश सरकार की ओर से हमें
 अनुदान के और मुद्दा प्राप्त हुए हैं जिसमें
 उसने रङ्गी-हरिद्वार जोशीमठ-बद्रीनाथ
 मार्ग को सुधारने के लिये भी अनुदान मांगा
 है इन मुद्दों पर जल्दी ही निर्णय ले लिया
 जावेगा।

श्री भक्त बर्षान : इस बड़ी सड़क के
 सम्बन्ध में, जैसा कि विवरण में दिया गया है,
 ३३ लाख, ७४ हजार ६० लगभग ६ वर्ष
 पहले मंजूर किये गये थे और अभी तक कुल
 ३० लाख रुपये खर्च हुआ। फिर भी मंत्री जी
 कहते हैं कि उत्तर प्रदेश की सरकार बहुत
 प्रयत्नशील और सतर्क है। मैं जानना चाहता
 हूँ कि क्या केन्द्रीय सरकार की ओर से इसके
 बारे में कोई खास अनुरोध किया जायेगा कि
 इसे इसी वित्तीय वर्ष में या अधिक से अधिक
 स पंचवर्षीय योजना में समाप्त कर दिया
 जाय ?

श्री राज बहादुर : मैंने निवेदन किया कि
 सन् १९५६ में यह स्वीकृति दी गई कि इन
 सड़कों के सम्बन्ध में मैं इन दो तिहाई भागा