

Shri Jagjivan Ram: I think it has been a chronic complaint with the G.T. Express. With the engineering works going on in the several sections on that line, I do not think it will be possible to expedite it too much at the present time.

Shri Dasappa: Why not change the name of the train?

Bhakra Canal in Punjab

*1656. **Shri Sanganna:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Bhakra Canal constructed by the Government of Punjab is the world's longest canal;

(b) whether any financial assistance was given to the Government of Punjab on account of this canal; and

(c) if so, to what extent?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) No, Sir.

(b) Yes, Sir

(c) The entire amount spent by the Punjab Government on the construction of the Bhakra Canal was advanced by the Central Government to the participating States of Punjab and Rajasthan in the shape of interest bearing loans.

Shri Sanganna: What is the estimated cost of the canal and the programme for the completion of the canal?

Shri S. K. Patil: The estimated cost, not of this particular canal but of all canals in that region, is as follows:

Punjab Rs. 42.33 crores

Rajasthan Rs. 4.64 crores

making a total of Rs. 46.97 crores. By 1959 or 1960 these canals will be completed.

National Highways

*1657. **Sardar A. S. Saigal:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government propose to take up the road from Saraipali

(Fulgar) in Raipur to Ambikapur in Madhya Pradesh as a National Highway;

(b) whether Government are aware that this Highway Road to Ambikapur joins Bihar with Madhya Pradesh; and

(c) whether the construction of bridges over the Mahanadi and Mand rivers on the Saraigarh-Raigarh Road in Madhya Pradesh will be taken up?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Yes, Sir.

(c) The construction of the proposed bridges is primarily the concern of the State Government as they fall on a State Road.

Shri Ranga: Did Government receive any proposals for the construction of that bridge there?

Shri Raj Bahadur: Proposals were received, but we have already made an offer to the State Government concerned that the Centre will be able to assist the construction of the bridges to the extent of fifty per cent. from the Central Road Fund Reserve in case the State Government are also prepared to reimburse the cost of the bridges to that extent from their own funds

सरदार अ० शि० सहगल : क्या गवर्नमेंट की यह पालिसी नहीं है कि जब दो प्रान्तों में से होकर एक सड़क गुजरती हो तो उसको नेशनल हाइवे करार दे दिया जाए? अगर यह नीति गवर्नमेंट की है तो मैं जानना चाहता हूँ कि इस सड़क को नेशनल हाइवे करार देने में क्या दिक्कतें हैं?

श्री राज बहादुर : माननीय सदस्य को यह विदित होगा कि नेशनल हाइवेज की जो लम्बाई है वह निर्धारित की जा चुकी है और वह १३,८०० है। सम्प्रति यह सम्भव नहीं है कि उसमें कोई इजाफा किया जा सके।

श्री जांगड़े : क्या मंत्री महोदय को ज्ञात है कि दो तीन वर्ष पहले मध्य प्रदेश गवर्नमेंट ने सेट्रल रोड फंड से या सेट्रल गवर्नमेंट से तीन करोड़ कर्ज लिया था जिसमें से इन दोनों नदियों पर पुल बनाने का निर्णय किया गया था। तीन वर्ष से अब तक क्या कुछ भी निर्णय नहीं हुआ है?

श्री राज बहादुर : किस कर्ज के बारे में कहा गया है, यह मुझे पता नहीं है। लेकिन यह जो दो पुलों को बनाने का प्रश्न में हवाला है उसके बारे में मैं कह सकता हूँ कि जो प्रस्ताव आया उसके अनुसार हम लोगों ने उसका उत्तर दे दिया था और ५० प्रतिशत उसमें सहायता देने का वचन दिया है।

सरदार भ० सि० सहगल : मैं जानना चाहता हूँ कि मध्य प्रदेश की गवर्नमेंट के पास, जिसका हाल ही में पुनर्गठन हुआ है, यदि ५० प्रतिशत खर्च करने के लिए भी रूपाय न हो तो क्या भारत सरकार उसको मदद देने के लिए तैयार है?

श्री राज बहादुर : अभी राज्य सरकार की ओर से कोई उत्तर नहीं आया है। जैसा कि और राज्यों के साथ इस बारे में काम किया जाता है वैसा ही इस राज्य के साथ भी किया जाएगा।

Air India International

*1659. **Shri S. C. Samanta:** Will the Minister of Transport and Communications be pleased to state:

(a) which are the stations in Europe of the Air India International where the Chief Representative is not an Indian national;

(b) whether there are any special advantages in appointing non-Indians;

(c) if so, what are they; and

(d) whether any attempts have been made to appoint Indians in all key managerial positions of the Air India International Corporation both in India and abroad?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) The District Managers at Rome, Paris and Dusseldorf and the Regional Traffic Manager for Europe with Headquarters at Geneva are Non-Indians.

(b) and (c). Non-Indians have been appointed only where suitable Indian Nationals with requisite qualifications and experience were not available.

(d) All the key managerial posts in India are held by Indians. The policy of the Corporation is to replace the foreign nationals by Indians as far as practicable taking into consideration the fact that some foreign nationals who are in charge of European Stations were appointed by the predecessor company before nationalisation and have been in service for a long time

Shri S. C. Samanta: What is the system followed by other foreign air service companies so far as appointments to these key posts are concerned? Do they appoint nationals of their own country or foreigners?

Shri Humayun Kabir: This is a very general question about foreign companies. But the presumption is that everywhere people employ their own nationals as far as possible.

Shri S. C. Samanta: May I know whether in the complaints book it has been recorded that there is apprehension of confidential circulars leaking out while they pass through these key officers?

Shri Humayun Kabir: It has not come to my notice. But I shall certainly draw the attention of the Air India International to the point made by the hon. Member.

Shri Ranga: Can we take it that we are not appointing any foreign nationals now?

Shri Humayun Kabir: Since nationalisation only one foreign national has been appointed, and he was appointed, I think, in 1954.