

LOK SABHA DEBATES

(Part I—Questions and Answers)

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LOK SABHA

Wednesday, 20th March, 1957

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Inland Water Transport

*11. **Shri Krishnacharya Joshi:** Will the Minister of Transport be pleased to state whether the newly-appointed committee under the chairmanship of Sri Gokhale to consider a scheme for the development of inland canals by linking up Ganges, Cauvery and Tungabhadra has commenced its work?

The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan): Not yet, Sir.

Shri Krishnacharya Joshi: May I know how far the scheme of inland water transport will help the industrial development of the country?

Shri Shah Nawaz Khan: That is the very purpose for which the Committee has been constituted. I am afraid we will have to wait for the report of the Committee.

Shri Krishnacharya Joshi: What will be the estimated cost of the scheme?

Shri Shah Nawaz Khan: It is too early to say that.

Periyar and Kundah Projects

*12. **Shri S. V. Ramaswamy:** Will the Minister of Irrigation and Power be pleased to state the progress made so far in the Periyar Project and Kundah Project?

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The Deputy Minister of Irrigation and Power (Shri Hathi): A statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 2.]

Shri S. V. Ramaswamy: May I know what is the total cost of each of these two projects, and, secondly, what is the extent of foreign aid for each of these?

Shri Hathi: The estimated cost of the Periyar Hydro-electric Works is Rs. 10.48 lakhs and the total estimated cost of the Kundah scheme is Rs. 35.44 lakhs. In the first scheme there is no foreign aid. The second one—the whole of it—is covered by the Canadian Aid under the Colombo Plan.

Shri S. V. Ramaswamy: In the statement I find that the last sentence reads thus: "The first generating unit of 20,000 kw is expected to be commissioned by the end of 1959 and the entire plant by 1960-61." May I seek a clarification of the word "entire"? Does it mean that all the four stages will be covered? And what will be the total power to be added to the grid by 1960-61?

Shri Hathi: The first is 20,000 kw., one unit. There are going to be two units of 20,000 kw. each. That means 40,000 kw. And then there will be three units of 35,000 kw. each, which means 105,000 kw. So the total in this stage will be 145,000 kw. The fourth stage will be ultimately put in, which will have a total capacity of 108,000 kw.

Shri S. V. Ramaswamy: May I know whether the Government is fully aware that in view of the increased industrialization and increased rural electrification and the railway

electrification Projects in Madras State, there is an acute shortage of power, and that top priority will have to be given to these schemes for their speedy execution?

Shri Hathi: We have had a load survey of the Madras State, and in view of the fact that there is shortage, we have provided for as many schemes of power projects as could be accommodated.

Shri N. M. Lingam: May I know the precise role of the Canadian Commercial Corporation in the execution of the project? Am I right in saying that the Canadian Government extends only aid under the Colombo Plan to this project and has nothing to do with the actual implementation of the project by our engineers?

Shri Hathi: They have nothing to do with the actual implementation, but the designs and other things are being seen by them. We consult them also.

Shri S. V. Ramaswamy: What will be the total addition to power, by these two projects, to the Madras grid system, by 1960-61?

Shri Hathi: As I said, 145,000 kw. from the Kundah scheme, and three units of 35,000 kw. each or 1,05,000 kw. from the Periyar scheme.

Motor Road upto Niti Pass

*13. **Shrimati Kamalendu Mati Shah:** Will the Minister of Transport be pleased to state whether it is a fact that Government propose to take up the motor road upto Niti Pass during the Second Five Year Plan?

The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan): The Government of India have no proposal to construct a motor road upto Niti Pass during the Second Five Year Plan period. The following works have however been sanctioned under the Central Aid Programme and are now in progress:

- (i) Improvement of Joshimath-Niti village bridge road (including bridges).

- (ii) Construction of a 6 ft. track from Niti village to Niti Pass.

राजनाथ कल्लेन्दुमति शाह : मैं यह जानना चाहती हूँ कि भ्रगले पांच वर्षों में क्या यह सड़क मोटरबल बनेगी या नहीं और बद्दीनाथ केदारनाथ की सड़क भी मोटरबल बनाई जाएगी या नहीं, यदि बनाई जायेगी तो कितना समय लगेगा ?

श्री शाहनबाज खाँ : मैंने भ्रजं किया है कि गवर्नमेंट का कोई इरादा नहीं है कि एक मोटरबल सड़क नीती पास तक बनाई जाये। वह तो एक छोटा सा रास्ता बनाया जा रहा है जो छः फुट चौड़ा है।

राजनाथ कल्लेन्दुमति शाह : कृष्ण-केश पेद्र प्राग की रेल सड़क का भी विचार किया जा रहा है जिसके बारे में कि मैंने पहले भी कई बार भ्रजं किया है ?

श्री शाहनबाज खाँ : फिलहाल तो कोई रेल का इरादा नहीं है।

श्री ब० ब० पांडे : बद्दीनाथ की सड़क इन भ्रगले पांच वर्षों में मोटरबल सड़क बनेगी या नहीं ?

श्री शाहनबाज खाँ : जी नहीं बनेगी।

Shri C. D. Pande: May I know if the Government has considered the advisability or otherwise of linking the Indian road system with the Chinese road system by linking Niti Pass with Taklakot, because later on it may involve some risk also?

श्री शाहनबाज खाँ : जहाँ तक ट्रांस-पीट मिनिस्ट्री का ताल्लुक है, कोई ऐसा विचार नहीं किया गया है।

श्री ब० ब० पांडे : क्या सरकार को यह मालूम है कि उस तरफ तिब्बत वालों ने सड़कें हमारे बोर्डर तक बना ली हैं, इस वास्ते हमारे लिये भी यह लाजिम हो जाता है कि हम भी वहाँ तक अपनी सड़कें बनायें ?

रेलवे तथा परिवहन मंत्री (श्री बग-बीबन राम) : जवाब दिया जा चुका है।