

dial measures for its development. The Committee consisted of the following :

1. Sarvashri—
K. N. Srinivasan, Development Adviser, Ministry of Transport & Shipping—Chairman (Upto 14-11-67).
2. R. R. Sukhrani, Development Adviser, Ministry of Transport and Shipping—Chairman (from 15-11-67 onwards).
3. Dr. D. V. Joglekar, Rtd., Director, Central Water & Power Research Station, Poona—Member.
4. C. V. Gole, Director, Central Water & Power Research Station, Poona—Member.
5. S. P. Sarathy, River Surveyor, Calcutta Port Commissioners—Member.
6. P. T. Malla Reddy, Chief Engineer, Irrigation Department, Government of Andhra Pradesh—Member.
7. M. Satyanandam, State Port Officer, Government of Andhra Pradesh—Member-Secretary.

The Committee submitted its report to the Government of Andhra Pradesh in January 1968.

The report envisaged certain works, estimated to cost Rs. 125 lakhs, which, if completed, would enable the port to handle about 6 lakh metric tonnes of cargo annually. The Government of Andhra Pradesh have reported that they propose to include these works in the Fourth Plan. Meanwhile, they propose to prepare detailed estimates for the recommended works.

KRISHNAPATNAM PORT

3235. SHRI G. S. REDDI : Will the Minister of TRANSPORT AND SHIPPING be pleased to state :

(a) whether in view of the fact that Krishnapatnam port has natural advantages as a minor port and as per the hydrographic survey conducted in 1960 and the Navigation Chart printed last year whether Govt. propose taking it up during the coming plan as per the recommendations of the Special Officer of the Union Ministry of Transport; and

(b) if so, the steps taken by Government for providing more facilities such as (1) Timber jetties (2) Tug, (3) improvement of approach road (4) electrification of the

port area; (5) staff quarters (6) water supply (7) mechanical buoys (8) establishment charges totalling to about Rs. 27.70 lakhs so that the port takes up to active trade which is anticipated to be about 1 lakh tons annually initially ?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO) : (a) and (b). The executive responsibility for the development of ports other than Major ports vests in the State Government. Krishnapatnam is a minor port. The Officer on Special Duty of the Ministry of Transport, who was appointed in 1955 to assess the development works that were required under the Second Five Year Plan to enable minor ports to be modernised and improved to meet the growing needs of trade in the country, suggested the under-mentioned schemes in respect of Krishnapatnam port :

One transit shed;
two jetties;
approach road;
port and customs offices & workmen's quarters;
navigational aids;
dredging
sounding and observations
lighters

The State Government have reported that during the Second Plan Period, they undertook the following works, in addition to the Hydrographic survey conducted by the Indian Navy : Approach road; ports & customs office building (acquired from the State Forest Department); and installation of Aga Light. They have also reported that during the Third Plan period, works relating to the protection of the Northern bank of river Khandaleru, provision of a dredger, construction of a bridge across the Buckingham Canal and construction of a transit shed were undertaken and are likely to be completed shortly.

The State Government of Andhra Pradesh have reported that works estimated to cost Rs. 27.70 lakhs are proposed to be executed during the Fourth Plan which is yet to be finalised.

NATIONAL HIGHWAY IN ANDHRA PRADESH

3236. SHRI G. S. REDDI : Will the Minister of TRANSPORT AND SHIPPING be pleased to state :

(a) whether it is a fact that due to the increase in traffic, bad type of soil and existing single lane carriageway, National Highways in Andhra Pradesh suffer much for want of adequate maintenance;

(b) the amounts required per mile for proper maintenance of a single lane road; and

(c) the amount allotted by the Central Government during 1967-68 and whether Government are sanctioning the minimum amount of Rs. 120.00 lakhs annually needed for the upkeep of Highways in Andhra Pradesh ?

THE DEPUTY MINISTER IN THE MINISTRY OF TRANSPORT AND SHIPPING (SHRI BHAKT DARSHAN) :

(a) Broadly, speaking, this is so; though the road will be affected mainly where the soil is poor.

(b) and (c). The amount required for the proper maintenance of national highways depends on the quality of the soil, the thickness of the pavement, the climatic conditions, the volume and composition of traffic, the location of industrial complex near the road, the cost of local road-building materials and damages by floods, cyclones etc. A sum of Rs. 64 lakhs was allotted to the Government of Andhra Pradesh during 1967-68. In view of the prevailing financial stringency, it has not been possible to meet in full the demands of the State Governments, including the Government of Andhra Pradesh, for funds for the maintenance of national highways during the current year.

MAREDUMILLI-CHINTUR ROAD

3237. SHRI G. S. REDDI: Will the Minister of TRANSPORT AND SHIPPING be pleased to state :

(a) whether it is a fact that the development of Mareduilli-Chintur-Bombay road require Rs. 220 lakhs but the allotment is not sufficient;

(b) whether Government are aware of the importance of this road from Kakinada Port to be developed as National Highway as per the Master Plan;

(c) whether Government are also aware of the recommendations made by the State Government (*vide* letter No. 99/R2/67-11, dated the 26th August 1967); and

(d) if so, the steps taken to provide more funds for the same ?

THE DEPUTY MINISTER IN THE MINISTRY OF TRANSPORT AND SHIPPING (SHRI BHAKT DARSHAN) :

(a) to (d). The Hon'ble Member is presumably having in mind the development of the road, Kakinada-Rajahmundry-Maredumilli-Chintur-Andhra Pradesh border (and onwards to Kunta in Madhya Pradesh). In 1954 the Government of India had approved a grant of Rs. 16.31 lakhs for the formation of the Mareduilli-Chintur road under the Central Aid Programme of State roads of inter-State or economic importance.

In their letter No. 99/R2/67-11, dated the 26th August 1967, the Government of Andhra Pradesh approached the Government of India for funds for the improvement of the Mareduilli-Chintur road, the construction of two bridges on the existing road from Kakinada to Mareduilli and the formation of road upto the State border in the Section Chintur-Kunta, including cross drainage works, estimated to cost in all Rs. 35 lakhs. It was possible for the Government of India to agree to a grant of Rs. 14 lakhs only from the Central Road Fund (Ordinary) Reserve, the balance being met by the State Government from their own resources. The State Government were informed accordingly.

The Government of India have no information whether the total cost of developing the road is estimated at Rs. 220 lakhs as mentioned by the Hon'ble Member. They are also not aware of the "Master Plan" referred to by the Hon'ble Member according to which the road in question is to be developed as a National Highway. The expanded system of National Highways proposed in the 20-year Plan suggested in the Report of Chief Engineers on the Road Development Plan for India (1961-81) also does not specifically indicate that the Mareduilli-Chintur road will be part of a new National Highway.

BRIDGE ON RIVER SABARI ON MAREDUMILLI-CHINTUR ROAD

3238. SHRI G. S. REDDI: Will the Minister of TRANSPORT AND SHIPPING be pleased to state :

(a) whether the construction of a bridge across River Sabari on Mareduilli-Chin-