

eucalyptus plants in Kerala? Has the State Government asked for sanction to sell them to the private sector?

SHRI CHARANJIT CHANANA: The State Government has not asked us, our Ministry, on this question at all. As far as utilisation of the eucalyptus plants is concerned, we will give top preference and we will put all pressure on the State Government to see that the vellore Mill is not disturbed at all. They get so much raw material that the whole installed capacity is utilised to the optimum level.

SHRI K. LAKKAPPA: The hon. Minister has just now stated that they do not agree to mobilising of resources for paper mills by deforestation of the forest areas. I would like to know whether it has come to the notice of the hon. Minister that deforestation has been done by the private paper millowners; and some of the forest areas have been sold out, on agreement or on lease, for a song and thereby a lot of deforestation is going on. In view of this, will the hon. Minister consider this? All paper mills, private or public, should organize their raw material separately and not by deforestation and misusing the forest wealth of this country for paper mills.

MR. SPEAKER: I have heard that songs are also highly-priced.

SHRI K. LAKKAPPA: Yes, now days.

SHRI CHARANJIT CHANANA: I have noted the hon. Member's suggestion. But, as far as the deal for a song is concerned, I would only suggest to the hon. Member that he should address this question to those people who have entered into the deal because, as far as forests are concerned, it has to be between the State Government and the user.

श्री शिव कुमार ठाकुर : अध्यक्ष महोदय, मंत्री जी ने इसी बताया है कि

बनों को क्षति हो रही है और इस क्षति को रोकने के लिए वर्किंग ग्रुप बनाया गया है। मैं मंत्री जी से जानना चाहता हूँ कि इस कार्यकारी दल की रिपोर्ट आपको कब तक मिल जायेगी, क्या इसके लिए आपने कोई तिथि निश्चित की है ?

श्री चरणजीत चानना : जो वर्किंग ग्रुप बनाया गया है वह क्षति को रोकने के लिए नहीं बनाया गया है। क्षति को रोकना तो गवर्नमेंट की पालिसी है, हमारी प्राइम मिनिस्टर का यह डायरेक्टिव है कि एक प्लान्ट को भी बिल्कुल न काटा जाए जब तक कि पांच प्लान्ट्स के प्रोद्य की प्लानिंग न कर ली जाए। जहाँ तक वर्किंग ग्रुप की बात है, उससे कामशियल फारेस्टेशन के लिए कहा गया है और यह भी कहा गया है कि वे अपनी रिपोर्ट अलिस्ट पासिबल तैयार करके दे दें।

Joint Construction of Roads by Pakistan and China

*815. **SHRI R. P. GAEKWAD:**
SHRI R. L. BHATIA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the attention of Government has been drawn to the news-item to the effect that Pakistan and China are jointly undertaking a road project to link the strategic Karakoram highway with forward lines in the Pakistan occupied part of Jammu and Kashmir;

(b) whether it is also a fact that large number of strategic roads are under construction in occupied Poonch to Muzzafarabad area;

(c) the reaction of Government thereto; and

(d) the steps proposed to counter the situation?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI SHIVRAJ V. PATIL): (a) The Government have seen press reports to this effect.

(b) Pakistan is known to be constructing some roads and upgrading some existing ones in this area.

(c) and (d). Government are alive to the strategic implications of road construction in Pak occupied Kashmir area. Government take into their consideration such developments as have a bearing on our security while planning for full defence preparedness.

SHRI R. P. GAEKWAD: Would the Defence Minister kindly enlighten whether official protests have been lodged by our Government about our legal ownership over this area through which this road is being constructed and does the making of this road have any affect on our defence strategy and if so, what is it?

SHRI SHIVRAJ V. PATIL: As far as the first part of the question is concerned, the Government of India had protested to Pakistan when the Karakoram road was constructed. At that time the Government of Pakistan had said that they did not accept our stand and they had said that they had a right to construct the road.

As far as the construction of other roads is concerned, we have been expressing our views but they do not seem to be accepting our stand.

As far as the second part of the question is concerned, when roads are constructed in an area like this, they do have some strategic importance. They do create certain kinds of situations which are to be kept under review by us and we are doing that.

MR. SPEAKER: Mr. Gaekwad.... No?

Mr. Bhatia.

SHRI R. L. BHATIA: Pakistan and China are jointly undertaking a road project to link up the strategic Karakoram Highway with the forward lines in the Pakistan-occupied part of Kashmir. The link-up is effected through the occupied Kashmir mainly to provide an access to the Chinese to the line of actual control in Kashmir area.

May I know from the Minister when for the first time the Government of India came to know about it? Because this road was built not in a year or in six months. It is a 3000 km road which crosses over mountains as high as 26,600 ft. and hundreds of bridges have been built over it. May I know from the hon. Minister when the Government of India came to know of it because in the statement you said that from the press statement you came to know. So I would like to know when for the first time the Government of India came to know and what action has been taken by the Government.

SHRI SHIVRAJ V. PATIL: I think there is some sort of a misunderstanding about this question itself.

The question which is projected seems to be relating to the Karakoram Highway. Now, this matter came to the notice of the Government long back about four or five years before, and a protest was lodged then. They had expressed their views.

Now, this question relates to the ramifications from the Karakoram Road joining other parts in that area. As far as this is concerned, we have said that we have seen the press reports—there are no confirmed reports—to say that the Chinese have a hand in constructing of those ramifications, those connection roads, those link roads. Now, that is the answer given here. As far as the construction of the Karakoram road is concerned, it came to the notice of the Government of India long long before. A protest was lodged, a regular protest was

lodged. We have received the reply also.

SHRI RATANSINH RAJDA: Sir, the hon. Minister has just now stated that we have lodged a protest with the Government of Pakistan. I would like to know, first of all, whether we have lodged a protest with the Chinese Government. I would also further like to know whether the hon. Minister is aware of the recent news bulletin published by the Chinese Embassy in New Delhi. They have published on this subject, the caption is 'Rumour, pure and simple' stating that the Chinese have no hand in constructing this road. Have we now protested with Pakistan as far as this construction of road is concerned? Will the Government take up this matter with the Chinese Ambassador here?

SHRI SHIVRAJ V. PATIL: Sir, I must again make it clear to this hon. House that this construction of road is of a comprehensive nature which relates more to the construction of roads which are emanating from Karakoram Road and trying to joint the other parts rather than to the Karakoram road itself.

As far as Karakoram Road is concerned, a protest was lodged with the Pakistan Government as well as with the Chinese Government. The Pakistan Government had replied to the protest lodged by the Indian Government and the Chinese also;—they were not very specific, they have just kept quite, and at times, they have tried to say, well, this does not decide the boundary and all those things.

This question relates to the roads intervening between the areas covered by the Karakoram Road, the line of actual control between Pakistan and India.

SHRI RATANSINH RAJDA: The bulletin was published by the Chinese Embassy here.

(Interruptions)

The news bulletin I have is on this very subject. The Chinese Embassy in Delhi have come out with a news bulletin touching this very question. The caption is; 'Rumour pure and simple'. If you have come across that, kindly tell the House.

SHRI SHIVRAJ V. PATIL: Sir, I am replying to the question which relates to the link road. Now, we do not have any confirmed information as to the Chinese hand in constructing those roads. If we get any information, confirmed information, certainly, we will speak to them.

As far as the Chinese Embassy's bulletin is concerned, well, we will look into it and, if there is anything objectionable, proper steps will be taken. But, as the question relates not to the Karakoram Road itself but to other roads, we do not have any definite information or certain information. That is why....**

MR. SPEAKER: These words will not form part of the record.

PROF. N. G. RANGA: If an effort has not been made in the past, is it not possible for us to gain the necessary information through aerial survey made by ourselves and also by somebody else in the world to see how far and in what manner this remification has been developed and, to what extent, it is likely to endanger our projections?

MR. SPEAKER: This does not arise.

SHRI SHIVRAJ V. PATIL: As far as this aspect is concerned, we know what is the importance of the roads that are being constructed over there. A large number of roads are constructed, and the question is: whether they are constructed with the help of the Chinese people or by the Pakistanis themselves. Now, there is no doubt in our mind that the roads are being constructed there more by Pakistanis. We do not have any confirmed news whether actually the Chinese are there, whether they have given money or whether they have given any plan. But the importance

**Not recorded.

of the road construction is quite visible. We don't have any ambiguity about this in our mind.

IGOO PHAY Irrigation Project

*816. SHRI P. NAMGYAL: Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that 90 per cent of Ladakh's total plan Budget is financed by the Centre and only 10 per cent is contributed by the State Government as its share;

(b) whether it is also a fact that out of Rs. 5.95 crores IGOO-PHAY irrigation project, the State's share comes to only Rs. 59.50 lakhs;

(c) whether Government are appointing a committee consisting of experts from the Centre and the State to supervise from time to time and ensure proper utilisation of funds; and

(d) will a copy of detailed estimate, design, and other particulars of the Canal Head alongwith its expected date of completion and total expected cost on its completion be laid on the Table?

THE MINISTER OF PLANNING AND LABOUR (SHRI NARAYAN DATT TIWARI): (a) No, Sir. The Sub-Plan of Ladakh is financed by the Central assistance in the form of 90 per cent grant and 10 per cent loan.

(b) Does not arise in view of (a) above.

(c) No, Sir. The subject matter falls within the jurisdiction of the State Government.

(d) A copy of the project report has been placed in the Parliament Library for information of the Honourable Member.

SHRI P. NAMGYAL: Sir, since 90 per cent of the project is being

financed by the Central Government in the form grants and 10 per cent by way of loans practically it becomes 100 per cent by the Central Government. I would like to know what control the Central Government has to see that the funds provided for such projects are properly utilised or not?

SHRI NARAYAN DATT TIWARI: Sir, the Planning Commission appraises the various schemes sanctioned by it through half-yearly reviews. Through a Consensus in the NDC it has also been decided that our Advisers will periodically visit the States concerned and review the monitoring of the various projects.

SHRI P. NAMGYAL: I would like to know whether it is a fact that recently all the local senior engineers who are employed on this project have been removed from the District and Project Estimates have been revised. I would like particularly to refer to Headworks. Initially it was planned for 7.5 lakhs and later revised to 105 lakhs. There is a rumour going on that about Rs. 50 lakhs are going to be pocketed by the present engineers who have been specially brought from Kashmir.

MR. SPEAKER: Do you believe in rumours?

SHRI P. NAMGYAL: To some extent because when the project has jumped from 7.5 lakhs to 105 lakhs then there must be something fishy. Will the hon. Minister look into the matter and investigate the allegation?

SHRI NARAYAN DATT TIWARI: The total approved cost of the project is Rs. 5.95 crores. The whole project is being converted into a multi-purpose project and the total cost would be Rs. 8 crores. The hon. Member has asked a specific question regarding Headworks. We will ask the State Government about it as only the State Government can furnish the details.