

Bhawanipore—the method is 'cut and cover': then Dum Dum-Belgachia—this is a trestle and also 'cut and cover'; then Bhawanipore-Tollyganj—'cut and cover'; Belgachia-Shyambazar—'cut and cover' and shield tunnelling: Shyambazar-Esplanade—this is what is known as 'deck cover'; that is under finalisation almost tunnelling the whole thing below the deck it is called 'deck cover'. About the other things, I have told you how this has been achieved. The Soviet people have, from time to time, given us advice and we have entered into twelve Supplementary Agreements over the last eleven years. You know, the other day also I have said on the floor of the House that upto 1980 nothing much could be done because a very paltry sum was allotted; after 1980, we are giving significant sums and the work has gained momentum. It is not a departmental work. It is done by the various contractors. The Hindustan Construction Corporation had taken the contract for constructing some of the tunnels for the Metro. For two of their contracts, they had, of their own, engaged the services of Nikex Hungarian Trading Company. That is another consultancy that advised the Hindustan Construction Corporation. When I came into the picture, I decided that the RITES should give us proper consultancy and expertise on different items on the Railways. The RITES are being retained on a permanent basis by the Railways, including the Metro Railways, to advise them on Metro construction as well as on construction of circular railways in our different major cities. In the case of Metro Railway, the RITES, after a detailed study and analysis and discussions around the world, have decided to get consultancies of the Paris Metro authorities and London underground authorities to make available for the Calcutta Metro the latest advances and developments in technology and methods for construction and running of the Metro as these two consultants have put up metro railways in different parts of the world very successfully. So we are taking their help. I do not think that I should go into details and in what items we are going to take their help, but we are taking their help—for example for fast ticket-vending system, fast ticket checking system, control of ingress and egress in the underground stations for the large number of passengers entraining and detraining, underground

maintenance of various electrical and signalling assets, etc., etc. (*Interruptions*)

SHRI SATISH AGARWAL : It may be placed on the Table of the House.

SHRI INDRAJIT GUPTA : One thing. I very much liked his lengthy statement but he never replied to my question. At least one small point should be clarified whether anything has been done about the officers who were sent out in an irresponsible manner costing the country crores of rupees who have nothing to do with the Metro Railway and when they came back, they were transferred somewhere-else. This is all in the report of the Public Accounts Committee. Can we ignore these things?

SHRI A.B.A. GHANI KHAN CHOUDHURY : The other day I have said that for a number of years nothing was being done because of paucity of funds.... Nothing was being done....

MR. SPEAKER : He was asking only about these officers.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Naturally all these teams of officers cannot be posted if sufficient work is not there.

SHRI SATYASADHAN CHAKRABORTY : Then why were they sent?

SHRI A.B.A. GHANI KHAN CHOUDHURY : They were trained. For the information of the House, we have now done the posting of one coordinating officer according to the suggestion of the Consultants.

MR. SPEAKER : Shri Subhash Yadav... Shrimati Jayanti Patnaik.

Funds for Widening of Cuttack-Bhubaneswar Section of National Highway No. 5

*175. **SHRIMATI JAYANTI PATNAIK :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether funds have been sanctioned for the widening of National Highway No. 5 between Cuttack and Bhubaneswar ;

(b) if so, the amount sanctioned for widening of that portion of the above national highway ; and

(c) the expected time of beginning and completion of the aforesaid widening work ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) to (c). The widening work on N.H. 5 between Cuttack and Bhubaneswar is proposed to be taken up in phases. One estimate amounting to Rs. 91.42 lakhs has been sanctioned recently ; the construction work of which will be taken up within this calendar year and is expected to be completed by 1987.

SHRIMATI JAYANTI PATNAIK : From the answer it is not clear whether the entire work on the National Highway between Cuttack and Bhubaneswar will be taken up. He has said that only the widening work is proposed to be taken up in phases. It seems that it takes such a long time for the completion of the National Highway between Cuttack and Bhubaneswar because it naturally involves road portion, bridge portion, cross drainage and land acquisition. But I would like to know from the hon. Minister whether the Government of India will provide funds to complete all the bridge work by the end of the Seventh Plan period where land acquisition is not involved.

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : I cannot assure that the whole thing will be completed before the end of the Seventh Plan. It depends upon the availability of funds. As far as this 16 km stretch of road is concerned, we are trying to do it before 1987. Details are given earlier.

SHRIMATI JAYANTI PATNAIK : It is understood that the project has to be implemented phasewise and in a number of stretches. The Minister may compare this National Highway with other National Highways. This is a very busy National Highway, I must say, involving so many accidents also. So, in view of the heavy

traffic in the entire road between Cuttack and Bhubaneswar, will the Government consider sanctioning of the entire estimate and providing funds over and above the normal allocation under National Highways for the State specially keeping in view the strategic importance of this road connecting the largest city of the State and the State capital ?

SHRI K. VIJAYA BHASKARA REDDY : Sir, importance of this is recognised by the Ministry and that is why it has taken up converting it from two lanes to four lanes. Sir, funds are very important and that is why we are going by stages. It will cost about Rs. 30 crores and we hope to do it in five to six years. We have made a provision of Rs. 3 crores in the Sixth Plan. This years we have sanctioned Rs. 91 lakhs and we are likely to sanction another Rs. 60 lakhs and we hope to spend Rs. 27 lakhs. That is the financial position and that is why execution is slow. The importance is recognised and whenever funds are available we will provide more.

SHRI CHINTAMANI JENA : May I know whether it is a fact that vehicular traffic census of the portion of this road is the highest in the country ? If so, has government has taken any action for land acquisition of the project ? If so, what is the development on this issue and what is the progress ? May I know whether allotment has been made for giving compensation to the land owners.

SHRI K. VIJAYA BHASKARA REDDY : Sir, this is one of the congested road sectors in the country but it is not the highest. As it is one of the important sectors, the Ministry has taken decision to convert it from two lanes to four lanes. We have taken up a stretch of 16 miles immediately and land acquisition has been made but I cannot say whether land compensation has been paid. If it has not been done I will look into it.

Loss due to Strike at Cochin Shipyard

***178. DR. SUBRAMANIAM SWAMY :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :