

DR. K.L. RAO : As I said earlier, Flood Control works come under the purview of the State Governments and it is their responsibility and now that popular Government is going to be set up in West Bengal I think and we hope there will be greater activity in that direction.

SHRI B. K. DASCHOWDHURY : Let him not allow it to be done by the State Government. Let the Centre kindly have its control.

SHRI P. VENKATASUBBAIAH : May I know whether the constitution of the Ganga Flood Control Commission is linked up with the grand design to link the Ganga with the Cauveri, and whether the latter is in any way linked up with the Flood Control Commission's job ?

DR. K. L. RAO : No, Sir. The Ganga-Cauvery national water grid is being thought of or planned essentially in the interests of irrigation. Incidentally, it will also be beneficial from the point of view of navigation and flood control as well. But the main emphasis will be on the development of irrigation and the prevention of drought in various areas because of failure of rains.

SHRI BHOGENDRA JHA : I want know whether it is proposed to set up one board for controlling the North Bihar floods also.

MR. SPEAKER : The main question is about inter-State coordination. The hon. Member may give notice of a separate question.

Progress of Western Kosi Canal Project

***15. SHRI BHOGENDRA JHA :**

SHRI JAGANNATH MISHRA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government of Nepal have made available land for the Western Kosi Canal in their territory;

(b) whether the land required for the project within India has been acquired;

(c) whether and if so, what funds for the project have been provided in the Fourth Five Year Plan and the Annual Plan for 1972-73; and

(d) the overall progress made on the project so far ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B.N. KUREEL) : (a) to (d). A statement is laid on the Table of the House.

STATEMENT

The Western Kosi Canal project is estimated to cost Rs. 37 crores, out of which the cost of work lying in Nepal is about Rs. 6.5 crores. The provision for this project in the Fourth Plan is Rs. 50 lakhs. The allotment during 1971-72 is Rs. 5 lakhs, and in 1972-73, the State Governments are intending to spend about Rs. 1 crore.

The Government of Bihar are proposing to start the work immediately on the first two miles of the canal, where lands had already been acquired earlier in connection with other works of the Kosi project. This will be followed by works on the remaining portion of the main canal, distributaries etc. in the entire Nepal portion. Work on the Indian portion is, for present, proposed to be taken up only on major structures which are likely to take 3 or more seasons to complete. After the Nepal works have progressed well, the works on the Indian Portion will be taken up.

Project buildings have been built at some suitable places for carrying on the investigation and construction and tenders have been invited for constructing the first two miles of the Western Canal.

SHRI BHOGENDRA JHA : The statement laid on the Table of the House is very disturbing. The whole project will cost Rs. 37 crores but the provision for the whole Plan period is only Rs. 50 lakhs. So, I would like to know whether full provision would be made to ensure the completion of this project during the Fourth Plan

period. At the time the agreement was concluded with the Government of Nepal, we were told that the entire land required for this project in Nepalese territory would be handed over to India by the end of February. Today, it is the 14th of March. May I know whether that land has been acquired by use or not ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): In regard to the provision of funds for this project, in the Fourth Plan, it has to be noted that this is an irrigation project, and irrigation projects are the responsibility of the State Governments. I attended the Kosi Control Board meeting, and with great difficulty I could persuade them to enhance the provision for this year to Rs. 1 crore. I appreciate the provision required for the Kosi is much more, and we should try to complete the project in three or four years, but it is the Bihar Government which has to have a look at this, and I hope that the popular Government which is going to be set up there shortly will take a better view of these matters and make a better provision the next year and also for the successive years. So far as the land is concerned, it is true that the agreement provides that the Nepali land will be handed over to the Government of Bihar for the purpose of constructing the canal from February, 1972, and we had also promised that we would finish the canal in the Nepalese territory by 1975. What actually happened was that till the end of January, the land could not be handed over to the Government of Bihar, and the Nepal Government has recently asked us to mark out the land, what is called the "dag belling" on the spot, which is required for the construction. I am pretty certain that there will be no difficulty in the matter of acquiring this land, because the Nepal Government have agreed to hand over these lands and are ready to hand them over. It is only recently that we have sent the plans, and I think it is fair to wait for one or two months. Meanwhile, the work is not being delayed, because the first two miles are already in our possession, and we shall try to make a start of the work in those two miles.

SHRI BHOGENDRA JHA : The question of land acquisition on the Nepalese

side as well as the Indian side can be taken up together. May I know whether any efforts have been made to acquire the land on the Indian side also, and if not, why not ? About Rs. 6 crores are to be spent on the Nepalese side, and I do not think that the Government of Bihar should be expected to spend that amount in the Nepalese territory. May I know whether the Central Government will take the responsibility at least for that land ? Since the Plan provisions for the Fourth Plan have already been made by the State Government, it cannot to be expected that the project could be financed out of the Plan provisions made by the Bihar Government. May I know, therefore, whether any extra allocation is being made to ensure the full amount for the Plan period ?

DR K.L. RAO : In regard to acquisition of land the first two miles in Nepal territory have been acquired. But work in the Indian territory comes only after the canal in Nepal is constructed. Therefore, the first priority must be to acquire land in Nepal territory and then in the Union territory. I quite agree that if we had sufficient funds work could be started simultaneously on the Indian side and the Nepal side. But since we do not have sufficient funds at this stage, it is much better that we concentrate on work in the Nepal side and have that portion of the canal completed and when more funds are available we could acquire land on the Indian side to proceed with the rest of the work. I entirely agree with the hon. Member in regard to what he says about the financing of the project. The cost of construction of the canal on the Nepal side is about Rs. 6½ crores. But unfortunately irrigation projects are the responsibility of the State Governments concerned. I am sure the future Ministry in Bihar will take a fresh look at this.

SHRI BHOGENDRA JHA : But the State is under President's rule now.

DR. K.L. RAO : I am sure when the new Ministry takes office, the Minister in charge of this portfolio will make out sufficiently strong case and then probably the Government of India will have a look at it.

SHRI JAGANNATH MISHRA : The Minister has been kind enough to say that the irrigation project should be completed. But from a perusal of the statement, it appears he is not keen about getting it done at the earliest. By what time or date is the scheme going to be completed ?

DR. K. L. RAO : That depends on the finances that will be available. I expect the project to be completed in 3-4 years; that is the optimum period. It will cost Rs. 6 to 8 crores a year. But in regard to the finance, I am sorry to say, as I have said here very often, that I am helpless in the matter; it is a State project and is the responsibility of the State Government. I only hope that when the new Bihar Government takes office they will have better and fresh look at this and make the necessary provision. I quite agree that this project has already been delayed for a long number of years.

DR. HENRY AUSTIN : When the hon. Minister is making plans for the Ganga-Cauvery link project, would he, also think of linking the Periyar with Cauvery and make advance planning ? I know it has nothing to do with this question. But this has become a discussion of the integrated canal system and has some relevance.

MR. SPEAKER : From one end to the other. Next question.

भारतीय रेलों का आधुनिकीकरण

*17. श्री हुकम चन्द कछवायः क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारतीय रेलों के आधुनिकीकरण की कोई योजना सरकार के विचाराधीन है; और

(ख) यदि हां, तो उसका मुख्य व्यौरा क्या है ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) :
(a) Modernisation of Indian Railways is a

continuing process and one of the principal objectives of Railways' Five Year Plans has been to progressively modernise the system.

(b) The modernising process on the Indian Railways comprises of dieselisation and electrification of traction, planned gauge conversion, introduction of improved methods of track maintenance, signalling and telecommunication network, adoption of improved types of wagons and coaches and modern concepts of marketing, planning and managerial control.

श्री हुकम चन्द कछवायः जिस गति से इस समय वहां पर काम चल रहा है वह संतोषजनक नहीं है। अगर बाकी और देशों की रेलवे में हम ध्यान में रखें तो उन की तुलना में हमारे काम की गति बहुत बहुत कम है तो क्या इस के काम में गति धीरे और राज्यों की तमाम राजधानियों का सीधा रेल का सम्बंध यहां भारत की राजधानी दिल्ली के साथ हो जाय क्या उस के लिए कोई विशेष व्यवस्था शीघ्र की जा रही है ?

अध्यक्ष महोदयः यह सवाल मीडरनाइजेशन आफ इंडियन रेलवेज से सम्बन्धित है।

SHRI K. HANUMANTHAIYA : The hon. Member has made several suggestions. I welcome them all.

श्री हुकम चन्द कछवायः अभी हमारी रेल लाइंस पर जो लकड़ी के स्लीपर्स लगे हुए हैं उसके कारण भी हम अपनी रेलगाड़ियों की गति को तेज नहीं कर पा रहे हैं तो क्या उस के बदले सभी जगह यह सीमेंट कांक्रिट स्लीपर्स लगाये जाने हैं और यह कि इन सीमेंट स्लीपर्स को सभी जगह बिछाने के लिए कितना समय लगेगा ?

SHRI K. HANUMANTHAIYA : Yes Sir. What the hon. Member says is right. We are taking steps to manufacture cement sleepers. Only last week I went to Madras