

जब्त किये गये हैं और क्या ऐसी नीति बनाई गई है कि भविष्य में उन को लाइसेंस नहीं दिया जायेगा ?

श्री एल०एन० मिश्र : सभी के लाइसेंस जब्त किये गये हैं और उन के खिलाफ कार्यवाही की गई है। मैं माननीय सदस्य को यह भी बता दूँ कि जहाँ हजारों और लाखों लाइसेंस दिये जाते हैं, वहाँ यह संख्या केवल 227 है। तुलनात्मक दृष्टि से यह बहुत कम संख्या है। यह जरूर है कि यह कानून का उल्लंघन है। लेकिन यह कोई ऐसी बात नहीं है, जिस से बहुत ज्यादा चिन्ता हो।

श्री हुकम चन्द कछबाय : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं आया। मैंने पूछा था—क्या यह बात सरकार के ध्यान में आई है कि बहुत से लोग लाइसेंस लेते हैं और बहुत बड़ी रकम ले कर बेच देते हैं ?

MR. SPEAKER : He has replied to it.

SHRI R.P. YADAV : Are there any criteria for granting licences and, if so, what are they ?

SHRI L.N. MISHRA : This is actual users' licence. Those manufacturers who use those items for manufacturing something are given these licences.

Approval to Bagmati River Project in Muzaffarpur

*193. **SHRI HARI KISHORE SINGH :** Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have given approval to the Bagmati River Project in the Muzaffarpur District of Bihar;

(b) the total outlay of the Project and its total irrigational capacity;

(c) whether the people of the area have demanded that the Bagmati Project should be executed along the old course of the river; and

(d) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B.N. KUREEL) : (a) and (b) Stage I of the Bagmati Irrigation Project in Muzaffarpur District, estimated to cost Rs. 5.78 crores and irrigate 1.2 lakh hectares, has been approved for implementation in

the developmental plans of Bihar.

(c) and (d) : The Government of Bihar have indicated that they have no information of such a demand. Originally the barrage was proposed at Dewapur. However, owing to a change in the river course in 1969, the barrage has been finally located by the Government of Bihar at Ramnagar, about 2 miles downstream of Dheng.

SHRI HARI KISHORE SINGH : I am rather astonished to see the reply of the Government. I have a letter from Dr. K.L. Rao himself in reply to my letter during the first session of this Parliament stating that the Bihar Government have no objection in executing this project along the old course of the river. I have not got the letter with me at the moment. But I can produce it. Several Block Development Committees have demanded that this project should be executed along the old course of the river. There is no question of barrage. In the presence of Dr. Rao, I had discussed this problem with the Chief Engineer of Bihar Government when there was a Conference earlier. So, I am really astonished to see this reply.

MR. SPEAKER : You need not be astonished. You ask another question.

SHRI HARI KISHORE SINGH : I want to know whether the Government is prepared to enquire into it. The people are agitating for getting this project executed along the old course of the river.

THE MINISTER OF IRRIGATION AND POWER (DR. K.L. RAO) : What the hon. Member wants is shifting of the barrage higher up so that more land can be brought under irrigation along the old course of the river. That is also the latest representation I have seen from a number of people in that area. Unfortunately, the Government of Bihar does not feel that it is possible. Generally, our studies also indicate that if we do that, the afflux or increase of water level will go into Nepal territory. It may not be much. But it will go into Nepal territory and, therefore, we will have to again take it up with the Nepal Government as to whether they will permit it. In the meanwhile, I asked the Bihar Government to look into it. But they feel that they should stick to the present decision. Anyway, I will again ask

them to look into it.

श्री बिभूति मिश्र : आप नेपाल की सरहद से दो मील हट कर बराज बना रहे हैं, यदि आप नेपाल की सरहद के कुछ नजदीक आ कर बराज बनायें तो पानी ज्यादा आयेगा। दूसरी बात—दो सालों की बारिश के बाद बाघमती नदी का कोर्स बदल गया है, जो बाघमती नदी ढाका-पताही थाने के कुछ हिस्से के नजदीक बहती थी, वह अब पूरे चार मील दूर चली गई है। क्या सरकार ऐसा सोच रही है कि बाघमती बांध ऊपर बनाया जाय ताकि दोनों तरफ से पानी को रोका जा सके जिसे कि इस के अन्दर का एरिया फ्लड-इफैक्टेड न हो और इरिगेशन का काम हो सके ?

DR. K.L. RAO : That is what I submitted. The barrage is now two miles downstream of the railway line. Now, what the hon. Member and others really want is that they should build it above the Railway line so that it can command more land.

SHRI BIBHUTI MISHRA : Yes.

DR. K.L. RAO : The only unfortunate thing is that as I have explained in reply to the hon. Member that if you shift the barrage higher up, it will increase the level of the water in the Nepal territory. So, we have got to take their permission and to deal with another country is always very difficult unless the question is absolutely necessary. So, I have asked the Bihar Government again to consider whether they think that the barrage should be shifted higher up to feed more area. But, their first reaction was that there is no water in Bhagmati to give more water for more land. So, they want to stick to the present position. Any way, I have asked them to review it again.

श्री जोगेन्द्र झा : अध्यक्ष महोदय, जैसा अभी ज्ञात हुआ है, यह पहले से मालूम है कि बाघमती और अछवारा गिरोह की नदियों की यह स्थिति है कि उन की धारायें बदलती रहती है, इसी लिये बाढ़ नियन्त्रण और सह-सिंचाई योजना पर सरकार पहले से चलती आ रही है, मैं जानना चाहता हूँ कि क्या मंत्री महोदय इस बाघमती परियोजना और पूरे अछवारा गिरोह की नदियों की परियोजना को बाढ़-नियन्त्रण और सह-

सिंचाई परियोजना के रूप में लेने का प्रयत्न कर रहे हैं ? इस का पानी नेपाल की तरफ न निकल जाय, क्या इस के लिये भी नेपाल सरकार से बातचीत हो रही है ताकि इस पानी को घेरा जा सके ?

DR. K.L. RAO : It is quite true that these rivers come from Nepal. They spill over the Nepal territory. Many times we have asked the permission of the Nepal Government for constructing the dam. In case of Bhagmati also we have been in correspondence with the Nepal Government. But they have not given the permission yet. But we have got to pursue this from time to time.

Profit earned by Rajdhani Express

*194. **SHRI MADHURYYA HALDAR :** Will the Minister of RAILWAYS be pleased to state :

(a) the net profit earned by Rajdhani Express for 1970-71; and

(b) the net profit to be earned by Rajdhani Express this year after the fare-rise ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIA) : (a) and (b) Sir, it is not possible to work out the net profit from this train as accounts of expenses are not maintained for individual trains. Only the direct expenses for running the Rajdhani Express including the cost of fuel, crew, train staff, interest and depreciation charges on rolling stock, etc. and excluding the cost of catering service have been estimated. The earnings from this train exceeded the direct costs by about Rs. 44.84 lakhs in 1970-71 and about Rs. 11.92 lakhs in July, August and September 1971 after the increase in fares from 1st July.

SHRI MADHURYYA HALDAR : If the Minister cannot say whether actually it is running on a profit or not...

SHRI ATAL BIHARI VAJPAYEE : He should be in a position to say.

SHRI MADHURYYA HALDAR : ...but he should have collected some information in this regard.