

MR. SPEAKER: You should tell me that you have nothing to say further to that notice.

SHRI NITISH KUMAR: It has been propagated that those members have not been declared as unattached. Horse trading is going onto increase the number of members so that the number may be one third, Justice delayed is justice denied. As much as you are delaying the issue, you are encouraging the horse trading.

MR. SPEAKER: You may challenge my decision in the High court or the Supreme Court. Don't raise the issue in House in this manner.

SHRI NITISH KUMAR: You have been conferred power according to the 10th Schedule. How can any other decide it, It is a matter which has to be decided within the Parliament. So we would abide by your decision.

MR. SPEAKER: I shall make you understand all these things in the chamber.

ORAL ANSWERS TO QUESTIONS

[English]

National Highway from Guwahati to Silchar

*450. SHRI KABINDRA PURKAYASTHA: Will the Minister of DEFENCE be pleased to state:

(a) whether the National Highway from Guwahati to Silchar (Via Shillong), particularly from Sonapur to Silchar, is not an all weather road;

(b) if so, whether the Government, in view of the communicative and strategic importance of the road, propose to allot special funds for its improvement;

(c) if so, the proposals of the Government in this regard; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHAN KUMAR): (a) to (d). The National Highway from Guwahati to Silchar, via Shillong, including the stretch from Sonapur to Silchar, is an all weather road. However, improvement works are being carried out to fully convert the road into a double lane national Highway.

SHRI KABINDRA PURKAYASTHA: Hon. Speaker, Sir, the reply given by the hon. Minister seem to be incorrect, because the road between Sonapur and Badarpur is not at all all-weather proof. The road remains suspended many times during the rainy season. NH 44 from Jowai to Badarpur is under the Border Roads Organization and the cost is shared jointly by the Ministry of Surface Transport and by the Ministry of Defence. But the condition of the road between Jowai and Badarpur is deplorable and, particularly, the condition of the road between Sonapur and Badarpur is much more deplorable.

May I know from the hon. Minister whether this is mainly due to indiscriminate blasting of hills by the BRO which causes heavy landslides and secondly, due to using of below standard unspecified stones and, thirdly due to the on maintenance of the norms like taking of black topping during rainy season? Part (b) of my question is, Is it a fact that the work of the NHS done by the PED is checked and inspected by the officials from the Ministry of Surface Transport? It is not done in case of work done by the BRO. If it is so, whether the Government propose to undertake regular checking and inspection and remove the faults.

SHRI S. KRISHAN KUMAR: As has already been said in the main reply, we would like to reiterate that the road mentioned by the hon. Member between Guwahati to Silchar is an all-weather road. Any allegation or any opinion to the contrary is refuted.

Construction is going on in several stretches and because of that the condition of the of the road may not be ideal. But it is an all-weather road. No indiscriminate blasting is being done on the sides of the road as is being alleged by the hon. Member. Parts of the road are in Nagaland and Assam under the concerned PEDs. The road mentioned by the hon. Member of two national highways-NH 44 between Sonapur and Badarpur and NH 53 from Badarpur to Silchar. As far as roads under the Border Roads Organization are concerned, the inspection is done by the Border Roads Organisation. We have embarked on what is known as Phase-II and Phase-III development programmes of this road. We have already spent Rs. 15 crores and Rs. 42 crores will be spent in the next few years and by March 1995, the entire section from Jowai to Silchar will become double lane national highway.

SHRI KABINDRA PURKAYASTHA: I am not all satisfied with the reply given by the Hon. Minister. This is a fact, as I am a resident of that place, I very often go by that way and I am quite conversant with the situation.

My second supplementary is, since the NH 44 passes a long way a long the border of Bangladesh and reports of large scale infiltration and smuggling are there throughout the border whether the Government propose to take immediate steps for further improvement of the highway and make it an all-weather, again I say, all-weather road particularly to check the unabated infiltration and smuggling. Second part of the question is besides necessary improvement of the existing roads whether the Government will suggest to the State Government to take the view of constructing another highway between Guwahati and Silchar comparatively through less difficult terrains and finance it partly or wholly.

SHRI S. KRISHAN KUMAR: The question of infiltration is a general question. As I said earlier, this national highway from Guwahati to Silchar which consist of stretches of two national highways is an all-weather road. We have a development programme

by which it is being converted into a double lane national highway. So, therefore, the road is to be improve. The process is going on.

As regard an alternative national highway connecting the same two points, there no proposal with the Defence Ministry at the moment.

[*Translation*]

SHRI YELLAIAH NANDI: Mr. Speaker, Sir, through you I would like to ask the hon. Minister of Defence that there is a national Highway passing through Secunderabad cantonment and it is upto Nizamabad. But when Civilians travel through this way the Defence Officers do not allow them to pass through that way. Thus this highway is prohibited for civilians. People have made complaints a number of times in writing. Will the hon. Minister be pleased to State whether their problem has been solved.

MR. SPEAKER: This question relates to the national highway from Guwahati to Silchar.

[*English*]

SHRI S. KRISHAN KUMAR: Sir, the question is a baut the Border Boards Organisation and metience and construction of a certain National Highways by the Border Roads Oranization. The hon. Member is asking about the National Highway which passes near the cantonment in Secunderabad, It is not strictly relevant to this question However, if he has any compleaint about the cantonment authorities, we are only too happy to look into it with a view to redressing any genuine public grievance.

SHRI PETER. G. MARBANIANG: Sir, in the month of January, this year, I want from Jowai up to Badarpur. The road is very good up to Lumshnong, about 40 kilometers from Jowai. But from 14 kilometres after that the road is really in a very had shape. Now there is indiscriminate blasting of the hills, all along the road, In order to get metal for the construtation of the road, And as you know,

in the Khasi and Janta hills, the land does not belong to the Government; it belongs to the people, to the individuals or to the clan. And now this indiscriminate blasting for stones and for other metals has created a lot of confusion in the minds of the people there and they have a feeling that the Defence is taking the law into its own hands. And there are many bridges also which have been laying unfinished for many years now.

Therefore, I would request the Minister, through you, that if possible, local contractors should be allowed to construct the roads under the supervision of GREF. The road construction is under the supervision of the GREF but not under the Border Roads Organization. If the Local contractors are available, GREF should allot more contracts to them so that they can really finish the roads in time that is by 1995.

SHRI S.KRISHAN KUMAR: Sir, the Border Roads Organisation is charged with the responsibility of developing sensitive and operational roads in the North and North - East of the country and they have a particular type of organisation which is departmental. The work is done through platoons and so one Only in respect of major bridges,, private contract is given. We do not have any idea, at the moment, to deviate from the Organisation structure we have.

As regards on the complaint of Indiscriminate blasting we were advised that there is no indiscriminate blasting. Only necessary blasting is done at the sites because these are inaccessible areas and you cannot carry the metal for a long distance. Therefore, blasting has to be done locally. The terrain is very difficult, the operational conditions are very difficult and giving the work to the private constrictors will be more expensive we think that the private contractors can keep pace with the time schedule that we have laid down for the constriction of the roads.

SHRI LOKANATH CHOUDHURY: Sir, is at a fact that most of the border roads remain closed specially during the rainy seasons due to soil erosion and also due to

blasting? If it is so, is there any persistent demand to make the border roads, specially the road in the Himalayan border line, that is, from Silchar to Gangtok, a double-way lane, to prevent stoppage of traffic and to continue the relationship with the areas and whether this urgency has been felt by the Government?

SHRI S. KRISHANKUMAR: Sir, there is a programme for deveiopment of all border roads. We have proposals framed in the Eighth Plan. But, there is no such proposal as mentioned by the Member under consideration at the moment.

[*Translation*].

Fodder Machines

*451. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of FINANCE be pleased to state:

(a) the number of fodder machines imported so far;

(b) the amount of foreign exchange spent thereon;

(c) whether all these machines are working; and

(d) if so, the benefits accrued therefrom?

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI RAMESHWAR THAKUR): (a) to (d). A Statement is laid on the Table of the House.

STATEMENT

(a) and (b). There is no precise information available regarding the total number of Fodder machines imported in the country so far. However, as per the available reports, 50 fodder machines were imported in 1987 against import incenses for US Dollars 32 lakhs approximately; another 5 machines were fabricated in the country apparently from the spare parts imported