

pleted. We hope to complete the survey in the next two or three months.

Mr. Speaker: Q. No. 55 has already been answered. Now, Q. No. 56.

Shri Shree Narayan Das: May I request that Q. No. 76 may be taken up now, because that relates to an important subject?

Mr. Speaker: I may be excused in this matter. I shall only go by the order in which the questions are put. I would not take up any other question. Now, Q. No. 56.

Permanent Indus Commission

+
*54 { Shri Nath Pai:
Shri Raghunath Singh:
Shri Rameshwar Tantia:
Shri D. C. Sharma:
Shri P. C. Borooah:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the permanent Indus Commission met in New Delhi in the first week of April, 1962;

(b) if so, what were the subjects discussed by the Commission; and

(c) the decisions taken thereon?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim):

(a) Yes, Sir.

(b) and (c). The Permanent Indus Commission studied the information made available by the two Commissioners regarding the general tour of inspection to be conducted by it once in every five years under Article VIII(4)(c) of the Indus Waters Treaty 1960, and considered the question of the preparation of its Second Annual Report for the period ended on 31st March, 1962, which it is required to submit to the two Governments, before first June, 1962, under Article VIII(8) of the Treaty.

The Commission also held discussions on matters concerning:

- (i) reimbursement of cost of transmission of data by telegram, telephone or wireless;
- (ii) measures for the recovery of timber and other property and its restoration to owners;
- (iii) status of different forms of communication between the Commissioners; and
- (iv) discharge tables of the Main Branch Lower and Lahore Branch.

No decisions were taken by the Commission on any of the above items which will be considered further at its subsequent meetings.

रिंग रोड दिल्ली

*५७. श्री नवल प्रभाकर : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में रिंग रोड के निर्माण की प्रगति बड़ी मन्द गति से हो रही है ; और

(ख) उस के कब तक बन कर तैयार हो जाने की सम्भावना है ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : (क) और (ख) : इस संबंध में अब तक की प्रगति का एक विवरण सभा पटल पर प्रस्तुत है ।
[द्विज्ये परिशिष्ट १ अनुबन्ध संख्या ७]

श्री नवल प्रभाकर : इस विवरण से ज्ञात होता है कि रिंग रोड को पांच खंडों में बांटा गया है, जिन में से दो खंड तो तैयार हो गए हैं और बाकी तीन खंडों के बारे में कहा गया है कि वे अलग अलग समय में तैयार होंगे । मैं यह जानना चाहता हूँ कि इस योजना को पूरा करने के सम्बन्ध में कौन सी विधि निश्चित की गई है ।

श्री राज बहादुर : जैसा कि माननीय सदस्य को इस विवरण को पढ़ने से विदित होगा, इस में पुल में बाकी रह गए हैं और जैसे जैसे पुल बन कर तैयार होते जायेंगे, वैसे वैसे सारी सड़क मुकम्मल होती जायगी। वैसे इस वक्त भी वहाँ पर ग्रामदो-रफ्त जारी है।

श्री नवल प्रभाकर : क्या माननीय मंत्री जी को मालूम है कि दो खंडों के बीच में कुछ जगह छोड़ी गई है, जिस की वजह से ग्रामदो-रफ्त में दिक्कत हो रही है ?

श्री राज बहादुर : दिक्कत जरूर है, लेकिन पुल तो पुल की तरह ही बनेगा। मैं समझता हूँ कि जो थोड़ी जगह रह गई है, वह एपरोचिज के लिए है।

Fishing Industry

+

- *58. {
 Shri Warior:
 Shri Vasudevan Nair:
 Shri Indrajit Gupta:
 Shri Liladhar Kotoki:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it has been decided to purchase marine engines from Japan or any other country to accelerate mechanisation of fishing industry in India;

(b) if so, the details thereof;

(c) how these engines will be distributed;

(d) whether any mechanised fishing boats are in use already; and

(e) if so, how far they have helped to increase the volume of fish hauls?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a) to (c). It is proposed to import about 250-300 marine diesel engines from Japan to meet the urgent requirements of the various States for implementing the programme of mechanisation of fishing craft. An

amount of Rs. 30 lakhs has been allocated for the purpose under the Yen Credit Schema. The import will take place through the State Trading Corporation, who has not yet finalized the deal with the Japanese Suppliers. The exact distribution of these engines has also not yet been settled. This also will be settled by the State Trading Corporation, in consultation with the State Fisheries Departments.

(d) Yes.

(e) Catches from the mechanised boats are about 3 to 4 times more than catches by ordinary boats.

Shri Warior: When these engines are distributed, what will be the price charged on each?

Shri A. M. Thomas: The price will depend upon the horse power. It will vary from Rs. 7,000 to Rs. 20,000.

Shri Warior: When these engines come to India will those States which have the fishing industry more than some other States be given prior consideration?

Shri A. M. Thomas: The requirements of various States have been ascertained. I understand the purport of the hon. Member's question. Of course, Kerala will also receive due recognition.

Shri Vasudevan Nair: May I know whether Government have exhausted all the possibilities of getting help from Norway as there is the Indo-Norwegian project in operation in certain parts of the country in this field?

Shri A. M. Thomas: Under that scheme also, mechanised boats are being imported.

Shri P. Kunhan: May I know how many engines have been supplied to the Kerala State?

Shri A. M. Thomas: Altogether, there are 1,800 mechanised boats functioning. I cannot give the break-up now. I think in the case of Kerala it comes to 190.

Mr. Speaker: Question No. 59.