

(b) Assistance to the institutions in Kerala was given under various schemes in accordance with the approved pattern. Criteria for assistance differ from scheme to scheme. Generally the needs of the institution concerned and its stage of development are taken into consideration.

(c) Information in respect of aid actually utilised is not readily available. The second and subsequent instalments of the grants are generally released on the basis of progress of work and expenditure. On the completion of the project, the institutions are required to furnish the utilization certificates by the Chartered Accountant/Government Auditor certifying that the grant has been utilised for the purpose for which it was sanctioned and was spent in accordance with the terms and conditions of the sanction. In case of grants for building programmes, completion certificate is also obtained.

Janata Air Service between Calcutta and Agartala

2999. SHRI NAMBIAR :
SHRI P. RAMAMURTI :
SHRI P. GOPALAN :
SHRI MOHAMMAD ISMAIL :

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether there is a great rush of passengers to get accommodation in Janata Air service run once a day between Calcutta and Agartala;

(b) if so, whether Janata Air Service could be run at least twice a day on this route; and

(c) whether, as an alternative, adequate subsidy could be provided to bring down the rate of fare for all other services on this route ?

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : (a) Yes, Sir.

(b) No, Sir, because the Janata Service is being operated by Dakotas which are in the process of being phased out.

(c) No, Sir. The fares for services in the Assam areas are already less than the fares for services operated in other parts of the country.

Setting up of a Road Transport Corporation in Tripura

3000. SHRI UMANATH :
SHRI P. GOPALAN :
SHRI BHAGABAN DAS :
SHRI MOHAMMAD ISMAIL :
SHRI KIRIT BIKRAM DEB
BURMAN :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any money has been sanctioned for setting up of a Road Transport Corporation in Tripura;

(b) if so, the details thereof; and

(c) if implementation of this scheme has been delayed, the reasons thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS; AND IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI IQBAL SINGH) : (a) to (c). An outlay of Rs. 60 lakhs was accepted for road transport schemes in the public sector in Tripura during the Fourth Plan period and of Rs. 20 lakhs during 1969-70, on an *ad hoc* basis, pending preparation of a detailed scheme. Subsequently, the outlay for 1969-70 was reduced to Rs. 10 lakhs by the Planning Commission.

A detailed scheme for the setting up of a Road Transport Corporation in Tripura in the Fourth Five Year Plan period, envisaging an outlay of Rs. 130 lakhs, has been received from the Government of Tripura recently. The scheme is under consideration, in consultation with the Planning Commission and Ministry of Finance.

12 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

DEMAND FOR AN EXPERT COMMITTEE TO STUDY THE SITUATION ARISING OUT OF EROSION BY GANGA

श्री एस० एम० जोशी (पुना) : अध्यक्ष महोदय, मैं अविलम्बनीय लोक महत्व के निम्न विषय की ओर मिचार्ड और विद्युन मंत्री का ध्यान आकर्षित करता हूँ और प्रार्थना

करता हूँ कि वह इस बारे में एक वक्तव्य दें :

“गंगा के भूत्तरण से उत्पन्न स्थिति का अध्ययन नकरने हेतु एक विशेषज्ञ इंजीनियरिंग समिति नियुक्त करने के लिए बिहार के मोकामा, बढ़हीया और मानसी क्षेत्रों के निवासियों की मांग” ।

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : Due to meandering of river Ganga, erosion occurs on one side, while shoaling occurs on the other side from time to time. In recent years, erosion in the upstream and downstream reaches of Mokameh bridge has become more pronounced. Also erosion has been taking place lower down at Rahimpur and Mansi on the left bank of the Ganga. This year due to sustained and heavy floods in the Ganga, erosion has assumed serious proportion in some places.

In the Barkaya area in a reach of 30 km. on the right side of the Ganga downstream of Mokameh Bridge, eight villages located in the Khadire area that is riverine area including Jatepur, Kishanpur, Diotola, Pathua and Sherpur have been affected. The extent of erosion during this year is about 250 hectares. For the rehabilitation of the population affected by erosion a Special Cell has been created in the State Revenue Department under the charge of a Special Officer. The State Government have also decided to bear the entire cost of acquisition of land to help rehabilitation of the erosion affected people.

At Mansi the main railway line connecting Assam and the National Highway No. 31 have been under threat and danger of erosion from the year 1962. As a result of detailed discussions by a special technical committee, protective measures have been undertaken at Mansi. These consisted of twelve spurs at a cost of Rs. 41 lakhs. Since then a further amount of Rs. 34 lakhs has been spent in maintaining them. As stated above, this year there has been severe attack on some of the spurs. During the floods of 1969, the spurs protecting the National Highway No. 31 and the Railways, and the area behind, withstood the floods without much damage due to the constant attention paid by the Railways but serious

embayment occurred between some of the spurs. After inspecting the site on 15th September, 1969, I suggested that immediate remedial measures to protect the Mansi area should be investigated. An expert committee of engineers visited the site on 25-11-69 and discussed the further measures that were to be taken for preventing further movement of the river endangering the National Highway and the Railway Line. These will be discussed shortly to settle the additional measures that are to be taken for holding the river at the present course at Mansi.

Severe erosion is also noticed near Rahimpur five miles upstream of the Mansi, where it has taken place in a width of 3 to 15 meters in a length of 350 meters. Part of Rahimpur village and adjoining areas have been affected.

The expert committee of engineers of Ganga River Commission are being asked to inspect, study and report on the erosion problems of Mokameh, Barhaya and Rahimpur areas.

श्री एस० एम० जोशी : मंत्री महोदय ने जो निवेदन सदन के सामने रखा है उस में यह साफ़ बताया है :

In recent years erosion in the upstream and downstream reaches of Mokameh bridge has become more pronounced.

उसके बाद यह भी लिखा है :

At Mansi the main railway line connecting Assam and the National Highway No. 31 have been under threat and danger of erosion from 1962.

वहां के ग्रामवासियों की यह भावना है कि जब यह मोकामा ब्रिज बना तब उसकी लागत को कम करने के लिए जितने स्पैर यानी पहिये बनाने चाहिये थे उतने नहीं बनाये गये, कम बनाये गये । उसके कारण नदी की जो धारा है वह ज्यादा तीव्र हो गई । इसका नतीजा अब वहां के लोगों को भुगतना पड़ रहा है । उन लोगों की राय है कि यह सब पुल के कारण हो रहा है ।

[श्री एम० एम जोशी]

लोगों की एक और शिकायत है। पुल के उस पार जाने के लिए रेलवे ने हर टिकट के पीछे एक एक रुपया बढ़ा दिया है। पहले तो वह काम किया और अब जले पर नमक छिड़कने के लिए यह किया गया है।

पिछले दिनों मैं वहां गया था। लोगों ने मीटिंग की ओर प्रोसेशन भी निकाला। उन्होंने स्टेशन मास्टर को एक बयान दिया जिस में कहा कि अगर कोई इसके बारे में इलाज नहीं होगा तो फिर हम लोग वहां सत्याग्रह करेंगे, यानी पुल के नीचे जा कर बैठेंगे और रेल को रोकेंगें।

मंत्री महोदय ने अपने बयान में यह भी कहा है :

A cell has been created.

जितनी जल्दी उनको सहायता मिलनी चाहिये, नहीं मिल रही है।

कास्ट के बारे में बताया गया है कि The State Government have also decided to bear the entire cost.

एक्विजिशन तो देर से होता है। जल्दी से जल्दी उनको बसाया जाए, यह भी उनकी मांग है। मैं जानना चाहता हूँ कि उस मांग के बारे में आपने क्या किया है ?

एक्सपर्ट कमेटी के बारे में आपने स्टेटमेंट में यह लिखा है :

The expert committee of engineers of Ganga River Commission are being asked to inspect, study and report on the erosion problems of Mokameh, Barhaya and Rahimpur areas.

कमेटी के लोग कौन हैं और इस कमेटी की टर्मज़ आफ रेफ़रेंस क्या हैं ? वह कब तक वहां पहुंचेगी और कब तक अपनी सिफारिशें देगी ? मोकामा के लोगों की जो ब्रिज के बारे में राय है, क्या यह कमेटी उन से भी जा कर पूछेगी ? उस ब्रिज को छोटा बनाया गया है। वहां जो चौड़ाई थी पहले उसको कम किया गया है। यह सब ब्रिज की लागत

को कम करने के लिए किया गया है। उसकी बजह से यह खराबी पैदा हुई है क्या यह सही है ? क्या आप इसके ऊपर कोई राय देंगे ?

DR. K. L. RAO : Sir, it is true that the construction of the Mokameh bridge has some effect. But that effect is always confined to a local area, to a distance of about 20 miles. The erosion at Manasi is entirely due to the meandering of the river. For example, the River Ganga at Manasi today is where it was in 1900. The river was exactly where it is today. Then it went down to the south, to nearly a distance of 4 miles. Then it was swinging back to the north and now it is where it was in 1900. While there is some effect, one cannot say that no effect has been there; any kind of structure does have an effect on the stability of the river or the direction of the flow. Therefore, while the Mokameh bridge has got some effect the meandering of the river and the suffering of the people due to erosion is not due to railways entirely.

Then, with regard to the other question, I have submitted already a statement while answering. So far as Manasi is concerned it is a very important and critical area, the width of the land is very little between the Bagmati-Kosi system and the Ganga and we don't want Ganga to go into Bagmati and it is for that reason that we are taking special steps. A committee has gone into the matter. We will take remedial measures.

With regard to the other reaches of Ganga there is a Commission that will look into it. It consists of the Chief Engineer of UP, the Chief Engineer of Bihar and the Flood Control Chief Engineer and the Director of Poona Research Station and some experts. They will shortly go into these things and see whether it is possible to protect the other areas which have been mentioned.

SHRI TENNETI VISWANATHAM (Visakhapatnam) : The hon. Minister has been pleased to say that the damage was only partly due to the railway bridge. He also said that the meandering of the Ganges began somewhere in 1930. I want to know when this Mokameh bridge was built and whether the engineers in charge of the construction of the bridge at that time had any knowledge of the variation

and the instability of the river before they finally accepted the present design and site. It is said that the river is about 15,000 feet broad there but the bridge is only 6,000 feet long, and, therefore, it has given rise to the swelling of the river and the rushing of waters, and that is greatly responsible for the flooding of the area. So, will there be some coordination between the Food Department and the Railway Department when they try to construct bridges over rivers, particularly when they know that the course of the river has been shifting from time to time?

DR. K. L. RAO : The bridge was constructed from 1956 to 1959. As I have submitted already, a bridge or any structure, whether it be barrage or anything else on a river is bound to have some effect on the course of the river and the direction of the flow. There was coordination with the railways when the rail bridge was constructed. All the people concerned were consulted and they fixed up the direction and the dimensions of the bridge. But we must be prepared for this kind of meandering of the river. We have erosion not only at the Mokameh bridge site, but I happen to visit the area all-along the Ganga right from UP to Bengal, and I found that there was severe erosion at a number of places, such as Aurangabad, Malda, Berea Ballia etc. The meandering is a characteristic of the river.

श्री कामेश्वर सिंह (खगरिया) : अध्यक्ष महोदय, इस ध्यानाकर्षण प्रस्ताव का सम्बन्ध दो मंत्रालयों से है : एक तो सिंचाई मंत्रालय और दूसरा रेलवेज मंत्रालय । परन्तु मुझे खेद के साथ कहना पड़ता है कि इन प्रश्नों का जवाब सिर्फ सिंचाई मंत्री दे रहे हैं, जब कि इस विषय का सम्बन्ध रेलवेज से भी है । इस लिए मैं आप से अनुरोध करूंगा कि हमारे प्रश्नों का उत्तर प्रधान मंत्री दें, तो बेहतर होगा, क्योंकि यह एक बहुत महत्वपूर्ण प्रश्न है ।

1962 से गंगा-ब्रह्मपुत्र टेकनिकल कमेटी वहां जा रही है और इस पर काफ़ी रुपया भी खर्च हुआ है । परन्तु उम का कोई अमर नहीं हो रहा है । उस में कई बूटियां भी हैं ।

यह कोई एक दो आदमियों का सवाल नहीं है, बल्कि लाखों आदमियों का सवाल है । रहीमपुर से लेकर मन्सी तक कटाव हो रहा है । रेलवे स्टेशन मन्सी से हटा कर खगरिया ले जाया गया है, लेकिन इस प्रकार वह क्षेत्र कटाव के प्रभाव से नहीं बच पायेगा । यह कटाव मानपत्थर में स्पर बनाने से ही रोका जा सकेगा, जो कि कष्टहरणी घाट, मुंगेर, के सामने है । कटाव गंडक के पुल के बिल्कुल पास आ गया है, जो कि नैशनल हाईवे 31 पर है । मंत्री महोदय ने अपने वक्तव्य में कहा है :

"During the floods of 1969, the spurs protecting the National Highway No. 31 and the Railways, and the area behind, withstood the floods without much damage due to the constant attention paid by the Railways but serious embayment occurred between some of the spurs.

गंगा-ब्रह्मपुत्र टेकनिकल कमेटी के चेयरमैन, श्री कृष्ण मुरारे, 25 नवम्बर को एक बजे दिन के मन्सी गये थे । वहां पर दस हजार जनता जमा थी । उन्होंने वहां कहा कि यहां से स्टेशन नहीं हटाया जायेगा, कटाव को रोका जायेगा और इस इलाके को कटाव से बचाने का प्रयत्न किया जायेगा । परन्तु मुझे खेद के साथ कहना पड़ता है कि दस हजार आदमियों के समाने तो उन्होंने यह बात कही, परन्तु 27 नवम्बर के इंडियन नेशन में उस पत्र के संवाददाता के प्रश्न के उत्तर में उन्होंने क्या कहा ?

"The Chairman of the Ganga-Brahmaputra Technical Sub-committee, Mr. Krishna Murare, Chief Engineer (Flood and Irrigation), UP was extremely reticent when a press party met him after a closed-door meeting of the team lasting for three hours. He merely said that the decision lay with the Government and the authorities concerned."

एक जगह वह एक बात कहते हैं और दूसरी जगह दूसरी बात कहते हैं । दस हजार

[श्री कामेश्वर सिंह]

आदमियों की भीड़ में उन्होंने कहा कि स्टेशन को नहीं हटाया जायेगा और उस इलाके को कटाव से बचाया जायेगा। मैं यह जानना चाहता हूँ कि आखिर सरकारी अधिकारी-गण इस तरह पब्लिक को क्यों गुमराह करते हैं। जब उन्होंने पब्लिक के सामने यह बात कही है, तो मंत्री महोदय यह आश्वासन दें कि वैसा ही काम किया जायेगा, स्टेशन को वहाँ से नहीं हटाया जायेगा और कटाव की भी रोक-थाम की जायेगी।

DR. K. L. RAO : It is true that a committee headed by the UP Chief Engineer, Shri Krishan Murare went there. I do not know why he made that statement. Officials are not authorised to make any statements; they are only to submit their reports. The report is still awaited. Nevertheless, I can assure the hon. Member that in view of the fact the Manasi is a very critical area and it is only four miles between the Ganga and the Bagmati and the Kosi system, we have to ensure that no land is lost there, and, therefore, it is almost certain that we shall not allow the Manasi erosion to proceed further. That is why we shall spend some more money and see that the protective works are maintained intact.

MR. SPEAKER : Now, we shall take up the next item.

12.16 hrs.

RE. THEFT OF SECRET DEFENCE DOCUMENT FROM CSIO, CHANDIGARH

SHRI. M. L. SONDHI : (New Delhi) : I would like to know what has happened in regard to the Chandigarh matter. At Chandigarh, there is the Central Scientific Instruments Organisation.....

MR. SPEAKER : I would request Shri M. L. Sondhi to resume his seat.....

SHRI M. L. SONDHI : It is a crisis there; it is an emergency there, and some action is necessary today, because I have had telephone reports, and the *Statesman* is also in your hands, and you know what the position is. Somebody may commit sui-

cide. He has written to the Prime Minister also.....

MR. SPEAKER : I am going to say something on it. Let the hon. Member sit down now.

SHRI M. L. SONDHI : I want to convey to you the latest information because you left Chandigarh long ago. It is a very serious situation there. The setting up of the Sarkar Committee or any other committee does not justify ministerial bankruptcy.

SHRI INDRAJIT GUPTA (Alipore) : We are all concerned about it. You may, therefore, kindly allow a calling-attention-notice.

SHRI M. L. SONDHI : I had come to your Chamber and I had explained the position.....

MR. SPEAKER : Now, the hon. Member should sit down, when I am on my legs.

SHRI M. L. SONDHI : I have not risen without your permission.

MR. SPEAKER : I am going to tell him something about it. Let him sit down.

SHRI M. L. SONDHI : I had requested you for your permission; therefore, please do not give the impression as if I have risen without your permission. It is very unfair to me. I had taken your permission. I am willing to resume my seat, but you should clear the wrong impression.

MR. SPEAKER : He may be willing to do many things. But the point is this. He had met me in my Chamber. After that, one or two more hon. Members had sent their notices. I had told the hon. Member that anything can be done, but now I have decided to admit a calling-attention-notice on it.

At least he should be reasonable to listen to me.....

SHRI M. L. SONDHI : Somebody may commit suicide by Monday. There is a civil war in this institute. The hon. Minister is the vice-president of the CSIR. Letters have been written to the Prime Minister. This House has time to discuss every other matter, but it cannot find time to discuss scientific affairs