

*** Poor maintenance of National Highway 39**

***338. SHRI IRENGBAM TOMPOK SINGH:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the National Highway No. 39 from Dimapur to Moreh is not properly maintained;

(b) what is the number of bridges and culverts on the above National Highway; and

(c) whether it is also a fact that a number of culverts and bridges need immediate reconstruction and repair; if so, what action Government propose to take in this regard?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) It is being maintained satisfactorily for the present traffic.

(b) 48 bridges and 2041 culverts.

(c) According to present information 90 culverts and one bridge have already been reconstructed. 128 culverts and 25 bridges need reconstruction or repair. Estimates for reconstruction of 28 culverts in Dimapur-Maram Section and 63 culverts in the Maram-Moreh section and for 15 bridges in the Maram-Moreh section have been sanctioned. The Manipur P.W.D. have been requested to expedite submission of estimates for 37 culverts and 10 bridges for Maram-Moreh portion.

SHRI IRENGBAM TOMPOK SINGH: Sir, this National Highway, that is, National Highway No. 39, is a very important National Highway which touches Dimapur which is the railhead for both Nagaland and Manipur and it goes through Manipur and Imphal and enters Burma. On this National Highway, most of the bridges

and culverts are very very weak and there are places where there is no bridge at all and one has to take a diversion route crossing many rivulets and it takes more than twelve hours to reach Dimapur from Imphal alone and again from Imphal to Moreh also there is difficulty. Now, Sir, there is a bridge on this road connecting Burma and India near Moreh. The honourable Minister may not be knowing where Moreh is. Moreh is the township on the borders of India and on the other side is the place called Tumu. The bridge was constructed during the Second World War, half in India and half in Burma. I would like to know whether that bridge is still maintained by Burma or India.

SHRI CHAND RAM: Sir, to answer this specific question, I require notice.

SHRI IRENGBAM TOMPOK SINGH: I will give the name of the bridge also. This is a very important bridge. For the information of the Minister, and for the information of the House...

MR. CHAIRMAN: That is all right. He asked for notice. You did not hear properly.

SHRI NRIPATI RANJAN CHOU DHURY: No notice is necessary. He can collect the information....

(Interruptions).

SHRI CHAND RAM: There are so many bridges. How can one remember?

SHRI IRENGBAM TOMPOK SINGH: I am asking about one particular bridge... (Interruptions)... Yellow and white... (Interruptions). On the bank of Lokchao.

MR. CHAIRMAN: Would you like to put your second supplementary or not?

SHRI IRENGBAM TOMPOK SINGH: My second supplementary question, arising out of this question, how much portion of it has been handed over to the Border Roads Organisation and how much to the State PWD? I would also like to know whether the portion with the State PWD is being maintained properly by them.

SHRI CHAND RAM: This is a very difficult road because of climatic and geographical conditions. The length of the total road is about 320 km. Out of this 134 km. of road has been taken over by the Border Roads Organisation and the rest is maintained by the State PWD.

श्री श्याम लाल गुप्त : श्रीमन्, मैं दीमापुर की बात नहीं कहता क्योंकि हो सकता है कि मंत्री महोदय के लिए वहाँ जाने की नौबत न आए, लेकिन आप दिल्ली के पास हापुड़ को ले लीजिए। वहाँ पर एक ब्रिज बन रहा है। यह नेशनल हाईवे में है। इसको बनते हुए चार साल हो गये। आप वहाँ जा कर इसकी स्थिति को देखें तो आपको सारी हालत का पता लग जाएगा।

श्री चांद राम : माननीय सदस्य हापुड़ के ब्रिज की बात कह रहे हैं। उसके बारे में उनको शिकायत है कि उसको बनने में ज्यादा देर लग गई है। लेकिन इस बारे में सवाल यह है कि जितनी भी एजेंसियाँ इस काम में लगी हुई हैं वे स्टेट गवर्नमेंट के अन्तर्गत आती हैं। इसलिए अगर माननीय सदस्य स्टेट गवर्नमेंट पर इस बारे में दवाव डालें तो ज्यादा अच्छा रहेगा।

I do recognise that this is a national highway, but the existing agencies are State PWDs.

Effect of rise in prices of cotton on N.T.C.s profitability

*339. **SHRI SAWAISINGH SISODIA:**
SHRIMATI HAMIDA HABIBULLAH:†
SHRIMATI LAKSHMI KUMARI CHUNDAWAT:
SHRI PRAKASH MEH-ROTRA:
SHRI GURUDEV GUPTA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the National Textiles Corporation is likely to suffer heavy losses during the current financial year due to steep rise in prices of cotton; and

(b) if so, what are the details in this regard?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES):

(a) The losses which the National Textile Corporation are likely to suffer during the current financial year are due to various factors including the price variations of cotton.

(b) Details will be available at the close of the financial year.

SHRIMATI HAMIDA HABIBULLAH: Mr. C. R. Guha, who is the Chairman of the eastern region of the NTC estimates that in three months from May, 18 mills suffered a total loss of 3442 working hours because of unscheduled load shedding, meaning a production loss of Rs. 56.64 lakhs. But for this, the Corporation's loss might have been lower. I would like to ask the hon. Minister whether anything can be done by this unscheduled load shedding.

SHRI GEORGE FERNANDES: I do not think anything can be done about unscheduled load shedding, because it touches the overall power generation

†The question was actually asked on the floor of the House by Shrimati Hamida Habibullah.