

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI J. S. L. HATHI): (a) No, Sir.

(b) Does not arise.

SHRI ANSARUDDIN AHMAD: In view of the importance of this project to the port of Calcutta—to save it from further decay—and to the supply of water to the city, has the Planning Commission included this scheme in the Third Five Year Plan?

SHRI J. S. L. HATHI: This question relates to the Conference between the experts of India and Pakistan. About the Farakka Barrage there was no decision. The Planning Commission is considering it.

DR. A. N. BOSE: May I know, Sir, in what stage is the other project now? Is it still at the stage of study and observation or is there any concrete division about its working?

SHRI J. S. L. HATHI: Investigation work is going on.

SHRI BHUPESH GUPTA: Previously when this question was raised, the hon. Minister said that there are some difficulties on account of the attitude of the Pakistan authorities in this matter. With a view to expediting the launching of the execution of this project, may I know, Sir, whether this question was taken up with the Pakistan authorities for a final solution or whether this dispute or controversy is still outstanding?

SHRI J. S. L. HATHI: In this meeting there was no question of taking up the question about the position of the Barrage. The question was only about settling the procedure about exchange of data for certain projects.

SHRI BHUPESH GUPTA: No, Sir. We were given to understand that even the working of the Project was contingent upon some kind of understanding and agreement with the Pakistan authorities. May I know

whether that matter was kept in view when this kind of meeting was held?

SHRI J. S. L. HATHI: At this meeting that was not discussed.

SHRI MAHESWAR NAIK: May I know whether this contemplated barrage does not come within the jurisdiction of India and, if so, what is the difficulty in harnessing these waters inside India?

SHRI J. S. L. HATHI: It is within the jurisdiction of India no doubt.

SHRI BHUPESH GUPTA: Do I take it that, in spite of what Pakistan may or may not feel about its rights in the matter, the Government will proceed with the project and see that it is implemented as soon as possible?

SHRI J. S. L. HATHI: I do not know whether there will be much difficulty.

INCONVENIENCE OF PASSENGERS FROM THE NORTH TO KERALA

*498. DR. A. SUBBA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the great inconvenience caused to the passengers travelling from North India to Kerala and South Canara due to the necessity of having to get down at Madras Central;

(b) whether there have been any demands for attaching a few through coaches from Delhi to Cochin; and

(c) if so, whether Government have taken any action in the matter?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN):

(a) As the transshipment at Madras Central Station is during convenient day light hours, much inconvenience is not caused to passengers to Kerala and South Canara.

(b) Yes, Sir.

(c) The suggestion has been examined but is not feasible due to non-availability of room on trains concerned and lack of adequate facilities at Madras Central for stabling the slip coaches.

DR. A. SUBBA RAO: May I know, Sir, the average number of passengers daily booked from Delhi to Cochin or Mangalore from January to June 1960?

SHRI SHAH NAWAZ KHAN: Sir, I require separate notice.

DR. A. SUBBA RAO: May I know whether the hon. Minister is aware that passengers from Delhi, after two days of strenuous journey, have to struggle themselves for seats in the Cochin Express or the Mangalore Mail, as the case may be, and sometimes they are practically stranded at Madras for lack of accommodation, especially the third class passengers?

SHRI SHAH NAWAZ KHAN: Sir, that is not our information. There is a whole train that starts from there.

SHRI BHUPESH GUPTA: Sir, he says that a whole train starts.

MR. CHAIRMAN: The question put was this: After spending two strenuous days from Delhi to Madras, when they reach Madras, they do not find accommodation in either the Cochin Express or the Mangalore Express, as the case may be. Is it so? That is what he asks, and he says 'No information'.

SHRI BHUPESH GUPTA: Sir, he says 'the whole train starts'. Is that his answer?

SHRI SHAH NAWAZ KHAN: I did not say that I had no information. I said 'The whole train starts and there is plenty of accommodation'.

SHRI K. SANTHANAM: May I know if there are any arrangements for communicating to Madras from

Delhi the number of through passengers going beyond the Madras Central station and also for having their seats reserved in appropriate trains?

SHRI SHAH NAWAZ KHAN: Those arrangements are there. If hon. Members like to reserve their seats, those arrangements are made. (*Interruption*). I may also submit, Sir, that the Madras-Mangalore Mail starts from Madras at about 6 o'clock in the evening—the whole train with about 11 bogies—and there should be no shortage.

MR. CHAIRMAN: What he asks is: Do you communicate to the Madras station the number of passengers who are booked straight to Cochin or Mangalore, as the case may be, so that reservations may be made at Madras? That is his question.

SHRI SHAH NAWAZ KHAN: Sir, for the upper class passengers such information is communicated; for the third class passengers it is presumed that there is enough accommodation.

SHRI K. SANTHANAM: Does the hon. Minister know that there is provision for reservation of third class passengers in the Grand Trunk Express and all the other trains. Correspondingly, Sir, why should there not be reservation in the Mangalore Mail?

MR. CHAIRMAN: Well, all these matters will be looked into by the Ministry. Next question.

*499 [*Postponed to the 7th September, 1960.*]

*500. [*The questioner (Shri M. P. Bhargava) was absent. For answer vide cols. 2661—64 infra.*]

*501. [*The questioner (Shri Dahyabhai V. Patel) was absent. For answer vide col. 2665 infra.*]