

Silchar to Sabroom road consist of Silchar-Badarpur section of NH-53, Badarpur-Agartala and Agartala-Sabroom sections of NH-44. Four-laning is proposed only for Badarpur-Agartala section of NH-44 subject to viability of its four-laning as a BOT project.

(b) Government of Tripura have been demanding extension of East-West Corridor from Silchar to Sabroom. Since the alignment of East-West Corridor has been frozen, their demand could not be acceded to.

(c) Detailed Project Report for the widening of Badarpur-Agartala road is in progress. It is too early to indicate the date of commencement of its widening at this stage.

### **Trilateral Highway Project**

1763. DR. T. SUBBARAMI REDDY:  
SHRIMATI JAMANA DEVI BARUPAL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether teams from New Delhi, Bangkok and Yangoon have met recently to discuss the financial and technical aspects of establishing the Trilateral Highways linking Manipur and Thailand through Myanmar;

(b) if so, whether during April, 2002, three nations had met to allow the construction of 1,300 km. Trilateral Highway;

(c) whether in 2003, the Task Force was set up to examine the various proposals, to link which would have financial impact on the region;

(d) if so, whether any agreement in this regard has been reached; and

(e) the steps being taken to implement the proposed establishment of Trilateral Highway?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) to (e) The Foreign Ministers of India, Myanmar and Thailand met in April, 2002 at Yangoon (Myanmar) and agreed, *inter alia*, for construction of a highway from Moreh in India to Mae Sot in Thailand through Bagan in Myanmar linking India, Myanmar and Thailand and also to establish Technical and Financial Task Forces. The last meeting of the Task Forces was held at

[19 August, 2004]

RAJYA SABHA

New Delhi during December 2003, which was followed by a meeting of the Foreign Ministers of the three countries. Various Technical and financial issues including the sharing of the projects costs were discussed during these meetings. However, there has been no further progress in the matter of implementation of the project.

**Inaccurate prediction by Meteorological Department**

1764. SHRIMATI MOHSINA KIDWAI: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

- (a) whether Meteorological Departments of India has failed to accurately predict the on-set of monsoon this year;
- (b) if so, what are the reasons therefor;
- (c) the details of factors which are taken into consideration by the Meteorological Departments while predicting rainfall; and
- (d) whether the Departments has state of-the-art technology and machinery for predicting rainfall?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI KAPIL SIBAL): (a) No, Sir. The onset of monsoon was correctly forecast with a lead period of 3 days.

(b) In view of (a) above, does not arise.

(c) India Meteorological Department (IMD) gives forecast on the seasonal rainfall (June-September) over the country making use of Statistical models incorporating 8 to 10 regional and global parameters. IMD has good scientific skill in Long Range Seasonal Forecasting which is supported with continuous scientific research by dedicated team of scientists.

(d) IMD has been issuing Long Range Forecast for South-West Monsoon rainfall since 1886. Therefore, IMD has very good experience and tradition in development of Long Range Forecast models. IMD's Long Range Forecast models have a better skill when compared to those developed by the other developed countries. Technology and equipment are continuously upgraded by the Department.