Sixteenth Series, Volume III No.13 Wednesday, July 23, 2014

Shravana 1, 1936(Saka)

LOK SABHA DEBATES

(English Version)

Second Session

(Sixteenth Lok Sabha)

(Vol. III Contains Nos.11 to 20)

LOK SABHA SECRETARIAT

NEW DELHI

© 2014 Lok Sabha Secretariat

None of the material may be copied, reproduced, distributed, republished, downloaded, displayed, posted or transmitted in any form or by any means, including but not limited to, electronic, mechanical, photocopying, recording or otherwise, without the prior permission of Lok Sabha Secretariat. However, the material can be displayed, copied, distributed and downloaded for personal, non-commercial use only, provided the material is not modified and all copyright and other proprietary notices contained in the material are retained.

“Disclaimer: The content of the 16th and 17th Lok Sabha Debates available on this website has been translated from the original text using Artificial Intelligence tools for reference purposes. While every effort has been made to ensure accuracy, users are advised to refer to the official floor version of the Lok Sabha Debates available under the “Debates” weblink on the Lok Sabha website as the authoritative text."

CONTENTS

Sixteenth Series, Vol. III, Second Session, 2014/1936 (Saka)

No.13, Wednesday, July 23, 2014/Shravana 1, 1936 (Saka)

SUBJECT	PAGES
ORAL ANSWERS TO QUESTIONS	
*Starred Question Nos.221 to 225	25-67
WRITTEN ANSWERS TO QUESTIONS	68
Starred Question Nos.226 to 240	
Unstarred Question Nos.1883 to 2112	

* The sign + marked above the name of a Member indicates that the Question was actually asked on the floor of the House by that Member

PAPERS LAID ON THE TABLE **69-95**

STATEMENT CORRECTING REPLY TO UNSTARRED QUESTION NO.949 DATED 16.07.2014 REGARDING IMPLEMENTATION OF NULM **96-103**

STATEMENTS BY MINISTERS

(i) Status of implementation of the recommendations contained in the 242th Report of the Standing Committee on Science and Technology, Environment and Forests on Demands for Grants (2013-14) pertaining to the Department of Space

Dr. Jitendra Singh **104-105**

(ii) Hon. Prime Minister's visit to Brazil to attend BRICS Summit

Shrimati Sushma Swaraj **145-152**

ANNOUNCEMENT BY THE SPEAKER **106**

Cancellation of sitting of the House

MATTERS UNDER RULE 377 154-180

(i) Need to include certain castes in the list of Scheduled Castes/Scheduled tribes of Uttar Pradesh and provide all facilities to them

Shri Chhotelal 155-156

(ii) Need to check the quality of work done by the contractor of National Highway no. 33 between Ranchi and Barhagarh and to complete the four laning work within one year

Shri Ram Tahal Choudhary 157

(iii) Need to raise the height and strengthening of embankments on Sikrahna Budhi Gandak river, and other embankments of Budhi Gandak river covering East Champaran, West Champaran and Muzzafarpur districts of Bihar

Shrimati Rama Devi 158-159

(iv) Need to permit continuation of traditional cultivation of opium and provide new licence for morphine and poppy seeds as per demand

Shri Sudheer Gupta 160-161

(v) Need to allocate funds for laying of Sitapur-Behraich new railway line in Uttar Pradesh

Shri Rajesh Verma 162

(vi) Need to set up Kendriya Vidyalaya in Janjgir-Champa Parliamentary Constituency, Chhattisgarh

Shrimati Kamla Patle 163

(vii) Need to construct new bridges by formulating a new Prime Minister Rural Bridge Scheme on the lines of Pradhan Mantri Gramin Sadak Yojana

Shri Satish Chandra Dubey 164

(viii) Need to release full quantity of water in accordance with the Yamuna river 1994 water agreement to Bharatpur district of Rajasthan

Shri Bahadur Singh Koli 165

(ix) Need to restore the stoppage of various trains at Mukeyria and Dasuwa in Hoshiyarpur Parliamentary Constituency, Punjab

Shri Vijay Sampla 166

(x) Need to set up Kendriya Vidyalaya in Jalaun-Garota Bhognipur in Uttar Pradesh

Shri Bhanu Pratap Singh Verma 167

(xi) Need to introduce a bill to present racial discrimination against the people of North East region and to include subject matter of North East in the text books to raise awareness about the culture of North East

Shri Ninong Ering 168-169

(xii) Need to provide railway facilities in Kishanganj district, Bihar

Shri Mohd. Asrarul Haque 170-171

(xiii) Need to accord approval for night-landing facilities at Tuticorin Airport in Tamil Nadu

Shri J. J. T. Natterjee 172-173

(xiv) Need to provide compensation to the kin of the persons died due to lightning while working under MGNREGA in Shyampur, district Howrah, West Bengal

Shri Sultan Ahmed 174-175

(xv) Need for revival of Massanjore dam in West Bengal and Jharkhand and also to clean the rivers flowing through Birbhum Parliamentary Constituency in the State

Shrimati Satabdi Roy 176-177

(xvi) Need to upgrade Kalyan railway station into a state of art terminus with all modern facilities

Dr. Shrikant Eknath Shinde 178-179

(xvii) Need to expedite approval to set up a campus of Indian School of Mines at Khammam in Telangana

Shri P. Srinivasa Reddy 180

ANNOUNCEMENT BY THE CHAIR 183

DEMANDS FOR GRANTS (GENERAL), 2014-15 181-609

(i) Ministry of Road Transport and Highways

Shri Vincent H. Pala 184-188

Text of Cut Motions 189

Shri R.K. Singh 190-195

Shri G. Hari 196-201

Shri Sultan Ahmed 202-207

Shri Rabindra Kumar Jena 208-213

Shri Shrirang Appa Barne 214-217

Shri Kesineni Srinivas 218-222

Shri R. Parthipan 223-224

Shrimati Anju Bala 225-228

Shri Adhir Ranjan Chowdhury 229-233

Shri A. Arunmozhithevan 234-235

Shri P.R. Sundaram 236-238

Shri B. Vinod Kumar 239-244

Dr. Heena Vijaykumar Gavit 245-248

Shri P.P. Chaudhary 249-252

Shri Ajay Misra Teni 253-255

Shri Bhagwanth Khuba 256-260

Shrimati Rama Devi 261-273

Shri M. Murli Mohan 274-278

Shri Ganesh Singh 279-282

Shri A.T. Nana Patil 283-285

Shri Sankar Prasad Datta 286-288

Shri P. Kumar 289-294

Shri M. Udhayakumar 295-297

Shri Mekapati Raja Mohan Reddy 298-301

Shri Virender Kashyap 302-303

Shri T.G. Venkatesh Babu 304-306

Shri Ravindra Kumar Pandey 307-311

Shri Shivkumar Udasi 312-316

Shri K. Parasuraman 317-320

Shri Dhananjay Mahadik 321-325

Sadhvi Savitri Bai Phule 326-328

Shri P. Srinivasa Reddy 329-331

Shri Brijbhushan Sharan Singh 332-338

Shri C. Mahendran 339-341

Dr. Kirit P. Solanki 342-344

Shri Jayadev Galla 345-354

Shrimati Poonamben Maadam 355-359

Shri K. Ashok Kumar	360-361
Sadhvi Niranjan Jyoti	362-363
Shri Jose K. Mani	364-367
Shri Rahul Kaswan	368-371
Shri Kaushal Kishore	372-373
Shri Dharmendra Yadav	374-377
Dr. Sunil Baliram Gaikwad	378
Shri Tariq Anwar	379-381
Shri Nalin Kumar Kateel	382-384
Shri Jai Prakash Narayan Yadav	385-388
Dr. Shrikant Eknath Shinde	389-391
Shri Y.V. Subba Reddy	392-393
Shri Ninong Ering	394-398
Prof. Chintaman Navasha Wanaga	399-401

Shri Devendra Singh Bhole	402-405
Shri Sharad Tripathi	406-409
Shri Haribhai Choudhary	410-413
Shrimati Bijoya Chakravarty	414-416
Shri Bhartruhari Mahtab	417-421
Dr. Prasanna Kumar Patasani	422-424
Shrimati Santosh Ahlawat	425-427
Shri Gajanan Kirtikar	428-429
Shri Sher Singh Ghubaya	433-435
Shrimati Jayshreeben Patel	436-443
Shri Radheshyam Biswas	429-448
Shri P. Karunakaran	449-451
Shri Mohanbhai Kalyanjibhai Kundariya	452-453
Shrimati Krishna Raj	454-459

Dr. Ramesh Pokhriyal Nishank	460-463
Shri P.C. Mohan	464-466
Shri B. Senguttuvan	467-473
Shri Hari Om Pandey	474-476
Shri N.K. Premachandran	477-481
Shri Lallu Singh	482-483
Shri Prem Das Rai	484
Shri Naranbhai Kachchadia	485-488
Shri Dharam Vira Gandhi	489-490
Shri Hansraj Gangaram Ahir	491-496
Shri Santosh Kumar	497-499
Shri Ramen Deka	500-501
Shri Rakesh Singh	502-506
Shri Chandra Prakash Joshi	507-511

Shri Daddan Mishra	512-514
Shri Ravinder Kumar Ray	515-525
Shri Arjun Ram Meghwal	526-527
Shri Sunil Kumar Singh	528-535
Kumari Sushmita Dev	536
Shri D.K. Suresh	537-546
Shri Harinarayan Rajbhar	547
Shri Ashok Mahadeorao Nete	548-549
Dr. A. Sampath	550-554
Shri C.R. Choudhary	555-557
Shrimati Darshana Vikram Jardosh	558-538
Shri Bhairon Prasad Mishra	561-562
Shri Devji M. Patel	563-567
Shri Jagdambika Pal	568-572

Shri Jugal Kishore 573-575

Shri Rajveer Singh 576

Shri Kanwar Singh Tanwar 577-579

Dr. Swami Sakshi Maharaj 580-583

Shrimati Jyoti Dhurve 584-586

Shri Nitin Gadkari 587-605

Cut motions - Negatived 606

Demands - Voted 609

(ii)Ministry of Social Justice and Empowerment 610-717

Shri Santokh Singh Choudhary 612-616

Text of Cut Motions 617

Shri Ramcharan Bohra 618-620

Shri Rabindra Kumar Jena 621-624

Dr. Udit Raj	625-629
Shri Bahadur Singh Koli	630-631
Dr. Ratna De (Nag)	632-634
Shri Harish Chandra Chavan	635-636
Shri V. Elumalai	637-639
Dr. Kirit P. Solanki	640-641
Shri Ladu Kishore Swain	642-644
Dr. Satya Pal Singh	645-646
Sadhvi Niranjan Jyoti	647-650
Shri Kaushal Kishore	651-652
Prof. A.S.R. Naik	653-622
Dr. Virendra Kumar	656-657
Shri B.N. Chandrappa	658-659
Shri Hukmdeo Narayan Yadav	660-661

Shri R. Dhruvanarayana	662-668
Shri T.G. Venkatesh Babu	669-671
Shri Kaushalendra Kumar	672-675
Shri Kodikunnil Suresh	676-684
Shri Prem Das Rai	685
Shri K. H. Muniyappa	686-687
Shri Bhairon Prasad Mishra	688-689
Sadhvi Savitri Bai Phule	690-693
Shri Om Birla	694-698
Dr. Boora Narsaiah Goud	699-701
Shri Muthamsetti Srinivasa Rao	702-705
Dr. A. Sampath	706
Shri Thaawar Chand Gehlot	707-712
Cut Motions - Negatived	716

Demands - Voted 717

SUBMISSION OF OUTSTANDING DEMANDS FOR GRANTS TO THE VOTE OF THE HOUSE (GUILLOTINE) 718

TEXTS OF CUT MOTIONS

Cut Motions – Negatived 719

Demands – Voted 720-724

APPROPRIATION (NO.3) BILL, 2014 725-727

Motion to Introduce 725

Shri Arun Jaitley 725-726

Motion to Consider 727

Clauses 2 to 4 and 1 727

Motion to Pass 727

OFFICERS OF LOK SABHA

THE SPEAKER

Shrimati Sumitra Mahajan

PANEL OF CHAIRPERSONS

Shri Arjun Charan Sethi
Dr. M. Thambidurai
Shri Hukmdeo Narayan Yadav
Prof. K.V. Thomas
Shri Anandrao Adsul
Shri Pralhad Joshi
Dr. Ratna De (Nag)
Shri Ramen Deka
Shri Konakalla Narayan Rao
Shri Hukum Singh

SECRETARY GENERAL

Shri P. Sreedharan

LOK SABHA DEBATES

LOK SABHA

Wednesday, July 23, 2014/Shravana 1, 1936 (Saka)

The Lok Sabha met at Eleven of the Clock

[HON. SPEAKER *in the Chair*]

… (*Interruptions*)

[English]

DR. M. THAMBIDURAI (KARUR): Madam, I have given notice to suspend the Question Hour. … (*Interruptions*)

SHRI M.I. SHANAVAS (WAYANAD): Madam Speaker, I would like to draw your attention to a very serious issue. … (*Interruptions*)

HON. SPEAKER: I will allow all of you during the '*Zero Hour*'.

… (*Interruptions*)

HON. SPEAKER: Now, Q. No. 221.

… (*Interruptions*)

SHRI M.I. SHANAVAS: Madam, please allow me to raise an important issue. … (*Interruptions*) Please give me some time to speak now on this issue. … (*Interruptions*)

SHRI MALLIKARJUN KHARGE (GULBARGA): Madam, please allow him to speak. … (*Interruptions*)

SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR): Madam, I would also like to state an important issue here concerning … (*Interruptions*)

DR. M. THAMBIDURAI: Madam, I had raised this matter yesterday also that the Law Minister … (*Interruptions*)

HON. SPEAKER: Mr. Kharge, I will allow you in the '*Zero Hour*'.

… (*Interruptions*)

DR. M. THAMBIDURAI: Madam, I have given notice. Please allow me to speak. … (*Interruptions*)

HON. SPEAKER: Yes, I will allow you also.

… (*Interruptions*)

DR. M. THAMBIDURAI: Madam, I have given notice to suspend the Question Hour regarding former Prime Minister and appointment of Judges. … (*Interruptions*)

HON. SPEAKER: I will allow you in the '*Zero Hour*'.

… (*Interruptions*)

SHRI MALLIKARJUN KHARGE: Please cooperate with our hon. Member. … (*Interruptions*) He wants to raise an important issue in the House. … (*Interruptions*) What is this? … (*Interruptions*)

HON. SPEAKER: No, I will not allow this.

Now, Q. No. 221.

… (*Interruptions*)

[Translation]

HON. SPEAKER: Please listen to me. Will you not listen at all?

...*(Interruptions)*

[English]

SHRI MALLIKARJUN KHARGE : Madam, it is a very important issue that the hon. Member wishes to raise in this House. …(*Interruptions*) Please allow him now itself. … (*Interruptions*)

HON. SPEAKER: No, not now.

… (*Interruptions*)

HON. SPEAKER: Please sit down.

… (*Interruptions*)

[Translation]

HON. SPEAKER: You have spoken to me, and I have told you that I will allow you to raise this issue during the Zero Hour. I am not refusing. But it is not acceptable that one may speak at any time.

...*(Interruptions)*

HON. SPEAKER: I will allow him during the '*Zero Hour*'.

Now, Q. 221, Shri M. Raja Mohan Reddy.

… (*Interruptions*)

DR. M. THAMBIDURAI: Madam, I had also given a notice for suspension of the Question Hour. … (*Interruptions*)

[Translation]

HON. SPEAKER: Thambidurai ji, do not raise the same question again and again during Zero Hour.

...(Interruptions)

11.02 hrs.

*ORAL ANSWERS TO QUESTIONS

[English]

HON. SPEAKER: Question No.221, Shri M. Raja Mohan Reddy.

(Q. 221)

SHRI MEKAPATI RAJA MOHAN REDDY: Madam Speaker, the hon. Minister has given an elaborate answer, and I would like to congratulate the hon. Minister for this. … (*Interruptions*) However, the Sarva Shiksha Abhiyan (SSA) -- the education for all -- movement is Government of India's flagship programme for achievement of universalization of elementary education in a time-bound manner for children aged between 6 and 14 years as a fundamental right. … (*Interruptions*)

SHRI M.I. SHANAVAS: Madam, this is the issue of the whole House. … (*Interruptions*)

* **For Questions, please visit** https://sansad.in/ls/questions/questions-and-answers .

SHRI MEKAPATI RAJA MOHAN REDDY: The programme was pioneered by Shri Atal Behari Vajpayee. … (*Interruptions*) However, in spite of best efforts from the State and Central Governments, there are many dropouts from poor families. … (*Interruptions*)

11.04 hrs

At this stage, Shri Tariq Hameed Karra came and stood on the floor near the Table.

… (*Interruptions*)

SHRI MEKAPATI RAJA MOHAN REDDY: I would like to know from the hon. Minister how we are going to enroll all the poor children also in this. … (*Interruptions*)

11.04 ½ hrs

At this stage, Shri Tariq Hameed Karra went back to his seat

[Translation]

HON. SPEAKER: I understand what you are saying. Whether anyone's religious sentiments have been hurt or not, I am not refusing to hear that matter. However, please allow the proceedings to be conducted according to the rules. Regarding whatever happened outside, I have already said that Hon. Kharge ji had come to me, and I asked him to raise the matter during the Zero Hour. Hon. Geete ji of

the Shiv Sena had also come to us. Both of you should understand each other's point of view. You had also come, and I will give you time as well. I have said so. But even after saying this, if you still wish to keep shouting, then I cannot do anything. During the Zero Hour, I will give you time first. After that, I will give time to him.

Thambidurai ji, you are raising this issue again and again, please don't do this.

SHRI MALLIKARJUN KHARGE: Madam, this is a very important issue. … (*Interruptions*)

[English]

DR. M. THAMBIDURAI : Madam Speaker, I have given the notice on a very important issue. … (*Interruptions*)

[Translation]

SHRI MALLIKARJUN KHARGE: Hurting the sentiments of a community in this manner is not right, and if this has been done by Members of Parliament, that too in Maharashtra, then it is the worst possible thing. …(*Interruptions*)

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M.

VENKAIAH NAIDU): Madam Speaker, raising such a sensitive issue while standing here and discussing it ...*(Interruptions)* without your permission will send a wrong message. Therefore, my request is that after hearing the matter and examining how much merit it has, kindly grant permission, and then we can discuss it. ...*(Interruptions)*

HON. SPEAKER: I have already said that it will be raised during the Zero Hour.

SHRI M. VENKAIAH NAIDU: How can this be done in the House in such a manner? …(*Interruptions*)

HON. SPEAKER: I had said Zero Hour.

… (*Interruptions*)

[English]

SHRI M. VENKAIAH NAIDU: Nobody knows what the fact is. Let somebody make an inquiry and then come out with the facts. We are trying to discuss the 'conduct' of Members of the House. … (*Interruptions*)

[Translation]

SHRI MALLIKARJUN KHARGE: This is a matter concerning the sentiments of those people. ...*(Interruptions)*

HON. SPEAKER: I am more sensitive than you. I am also sensitive. Therefore, please take your seat. I will allow this during the Zero Hour.

...(Interruptions)

HON. SPEAKER: I will allow it during zero hour.

… (*Interruptions*)

[English]

HON. SPEAKER: Please continue with your supplementary, Shri Raja Mohan Reddy.

SHRI MEKAPATI RAJA MOHAN REDDY : Madam, in spite of the best efforts made by the Central as well as State Governments, the drop out rate of children belonging to poor families is very high. … (*Interruptions*)

I would like to know from the hon. Minister as to how the Government is going to ensure the enrollment of all poor children and whether the Government is going to take the help of Local Bodies, Zilla Parishads and Taluka Panchayats in this regard. … (*Interruptions*)

HON. SPEAKER: Don't do that. I am requesting you not to do like this.

...(Interruptions)

[Translation]

SHRI MALLIKARJUN KHARGE: Madam, please hear his point for five minutes. *...(Interruptions)*

HON. SPEAKER: No, then everyone will wish to speak. I will allow it during the Zero Hour.

SHRI MALLIKARJUN KHARGE: This is a very serious issue. Parliament gets disrupted even over small incidents. *...(Interruptions)*

[English]

SHRIMATI SMRITI ZUBIN IRANI: Madam Speaker, I would like to attract the attention of the hon. Member and share the concern expressed by him *vis-à-vis* drop outs.

I would like to tell the hon. Member that though drop out rates of girls have decreased significantly, drop out rates of tribal children is a matter of deep concern for us. A number of strategies have been adopted to reduce drop out rates, which include, *inter alia*, opening of new schools, provision of infrastructure like additional classrooms, toilets and drinking water, recruitment of additional teachers, teachers' training, distribution of text books and uniforms free, special

training for mainstreaming other school children, inclusive education for children with disabilities and community mobilization.

I would like to attract the attention of the hon. Member to the fact that the annual average drop out rate at Primary School level has reduced from 9.11 per cent in 2009-10 to 4.67 per cent in 2013-14. I would also like to appeal to the hon. Member that there is a District-level Committee chaired by the senior-most Member of Parliament, which reviews SSA periodically in the district. I would urge the Member to partake in those meetings. … (*Interruptions*)

HON. SPEAKER: Nothing else is going on record, except the supplementaries to the Question.

(Interruptions) … *

HON. SPEAKER: Hon. Member, please put your second supplementary.

SHRI MEKAPATI RAJA MOHAN REDDY : Madam Speaker, I would like to ask one specific question. May I know the time frame within which the Government of India and also the State Governments are contemplating to provide drinking water and toilet facilities in all

* Not recorded.

the schools in our country? It is a shame on the nation if we cannot provide basic amenities in all the schools.

SHRIMATI SMRITI ZUBIN IRANI: Madam Speaker, yet again, I share the concern expressed by the hon. Member. I would like to attract the hon. Member's attention to the Finance Minister's statement in this very House with regard to the hon. Prime Minister's concern and thrust towards provision of toilets, especially for our girl child in schools. Let me say this to the hon. Member that facilities *vis-à-vis* infrastructure, facilities *vis-à-vis* provision of toilets are issues which are brought up to the attention of State Governments in periodic reviews and through communication done by the Secretary of School Education.

Lastly, I would also like to say that on the 11th of July, I have personally written to the Chief Minister of every State bringing to light specific issues pertaining to their State and specific issues pertaining to Sarva Shiksha Abhiyan so that corrective measures could be taken.

[Translation]

SHRI SHRIRANG APPA BARNE: The Union Government enacted the Right of Children to Free and Compulsory Education Act in 2009, with the objective of providing greater access to education to

children between the ages of six and fourteen years and ensuring that all children are able to avail themselves of educational facilities within the education system. However, till date, the Sarva Shiksha Abhiyan has been utilised more by people other than children. In the Rajya Sabha, on 23 November 2012, the Minister of Education had replied to Starred Question No. 21. I would like to ask the Hon. Minister whether the Government has conducted any study regarding the impact and achievements of the Sarva Shiksha Abhiyan in the country, and whether this scheme is functioning satisfactorily in all States. What are the related details in this regard?

SHRIMATI SMRITI ZUBIN IRANI: Hon. Speaker, Madam, through you, I would like to draw the attention of the Hon. Member to the fact that on 11 July, I had drawn the attention of all the Chief Ministers of the States towards the Sarva Shiksha Abhiyan and, in particular, towards all the dimensions of universal education in the country, as well as the various challenges faced by the Union Government in this regard. Our continuous effort, in coordination with the State Governments, is to jointly address all the challenges of the Sarva Shiksha Abhiyan and to ensure, with complete credibility, that facilities and rights are delivered to the children of the country.

SHRI BHAIRON PRASAD MISHRA: As the Hon. Minister has stated that meetings have been held with the State Governments in this regard, if the State Governments do not pay adequate attention, as is evident from the fact that in many schools in the States there are not even mats available for children to sit on, mid-day meals are not being provided properly, and even the roofs of school buildings are leaking, parents hesitate to send their children to school. If the State Governments do not pay attention to these issues, what action will the Union Government take in this matter?

SHRIMATI SMRITI ZUBIN IRANI: Madam Speaker, I would like to inform the Hon. Members that whether at the district level, the State level, or the national level, we periodically hold discussions with the State Governments on all aspects of education. As far as the Sarva Shiksha Abhiyan is concerned, I would like to apprise the House that during periodic reviews, we also draw the attention of the States to specific items, including infrastructure-related challenges, as mentioned by the Hon. Member. These issues are discussed item-wise and State-wise. If the Hon. Member so desires, I can provide State-wise details.

[English]

SHRI M.K. RAGHAVAN : Madam, today our society is full of notorieties and atrocities. Violence and criminal activities are on the rise. We also see abuse of drugs and disrespect to women. These are the things which affect the society. It is primarily because of the lack of civic sense. Therefore, I wish to draw the attention of hon. Minister through you whether the Sarva Shiksha Abhiyan includes such curricular activities to impart civic sense and traffic sense to bring out good society at least for the next generation.

I would also like to know through you from the hon. Minister whether there are play schools for the children whose parents are employed in the cities.

[Translation]

HON. SPEAKER: Please ask only one supplementary question during Question Hour, otherwise I will ask the Minister to answer only one supplementary question.

...(Interruptions)

HON. SPEAKER: Kharge ji, only one supplementary question is asked.

[English]

SHRIMATI SMRITI ZUBIN IRANI: Madam, the concern expressed vis-à-vis curricular and safety is something that I share with the hon. Member. I would also like to attract the hon. Member's attention to the fact that the hon. Prime Minister and the hon. Finance Minister in this very House have highlighted the Government of India's desire to ensure that a chapter on gender sensitization is included in the curriculum.

With regard to curriculum on other subjects, I would just like to tell the hon. Member that the Government of India through the Sarva Shiksha Abhiyan and also through the RTE gives a platform to school management committees and to parents to bring forth these issues. I would appeal to the hon. Member to partake in those discussions in his home district.

PROF. SUGATA BOSE : Madam Speaker, the reply that the hon. Minister has placed on the Table of the House is based on a report of the Joint Review Mission of January 2014. Yet, the overall responsibility for the Sarva Shiksha Abhiyan rests with the National Mission which has a Governing Council chaired by the Prime Minister and the Executive Committee chaired by the HRD Minister. I would like to ask whether the Governing Council and the Executive Committee have met since the formation of the new Government and

taken note of a very worrying report presented by the Accountability Initiative of the Centre for Policy Research that actual spending on the Sarva Shiksha Abhiyan was nearly halved between 2012-2013 and 2013-2014.

SHRIMATI SMRITI ZUBIN IRANI: Madam Speaker, I would like to just attract the attention of the hon. Member to the fact that there has to be a factual correction made in the question that has been placed by him before you. I would like to tell him and particularly highlight that implementation of the Sarva Shiksha Abhiyan falls within the purview of the State Governments. I would also like to acknowledge that since the formation of the new Government, the Executive Council has not met and shall meet shortly.

SHRI P. KARUNAKARAN : As per the reply given by the hon. Minister, it has been stated that Kerala has achieved impressive results. I thank you hon. Minister for the compliments. But at the same time, when we participate in the meeting of the district level SSA and also the State level SSA committees, it is said by the Government and also the officials that there is a reduction of funds for the girl students and also SCs, STs and minorities. When we enquired about it, it is said that our State has made better progress. But the progress made by Kerala should not be a punishment to the State. As far as many of the

centrally sponsored schemes are concerned, there is a uniform norm for all the States. But at the same time, we need more funds for the minorities, SCs, STs and also girl students. This is a serious issue as far as the State is concerned. Will the Government consider giving more funds? They should not cut down the funds which have been allotted earlier.

SHRIMATI SMRITI ZUBIN IRANI: Madam Speaker, through you, I would like to highlight to the hon. Member that funds allocated to States are only approved or arrived at after due deliberations with the States and are not done unilaterally by the Government of India. I would also like to highlight to the hon. Member that we share the concern vis-à-vis children from minority communities, children from tribal backgrounds and children with special needs. The thrust of the Government of India is such that we have made adequate provision of funds for these children.

DR. J. JAYAVARDHAN : I thank you, Madam, for giving me this opportunity. I understand that the SSA, a flagship programme, aims at opening new schools, strengthening existing schools, adding class rooms, improving toilet facilities, drinking water etc. All these efforts are done to prevent school drop-outs and increase enrolment of students. But the Central Government cannot achieve its target

without reducing the financial burden of sending a kid to school. I want to ask the hon. Minister whether the SSA scheme would also incorporate giving students education at aids at no cost such as, school bags, books, geometry box, pencils, pen, four sets of uniform, free bus pass, bicycle and also financial assistance to students which has been implemented by our leader and the hon. Chief Minister of Tamil Nadu Purtachi Thalaivi Amma for the welfare of students of Tamil Nadu.

SHRIMATI SMRITI ZUBIN IRANI: I will only say this to you, Madam Speaker, that apart from Kerala, we have also acknowledged and celebrated the best practices of the State of Tamil Nadu. Through you, I would like to compliment the State for their effort and initiatives. I would like to highlight here that the best practices of all the States, which include Kerala and Tamil Nadu, are shared periodically with States across the country so that we can learn and get inspired from those best practices. My compliments are yet again to them.

(Q.222)

SHRIMATI KOTHAPALLI GEETHA: Hon. Speaker, Madam, I thank you very much for this opportunity, and I thank the hon. Minister for Science and Technology for his detailed reply. I further seek the following clarifications from the hon. Minister.

As the House is well aware, though the Minister has stated that we are in the ninth position globally today in terms of public output in the field of scientific research and development, it is the need of the hour that scientific research in our country is envisaged and given more importance. Though the country is preeminent in science and technology for decades, we are still lagging behind other nations due to many technical, administrative and economic reasons.

In our country we have a large pool of intellectuals and professionals who are highly skilled and who are an asset to our nation. It is sad to note that lack of proper encouragement, attractive salaries and incentives when compared to public sector, has created a void in research sector. However, most of the funding comes from the public sources which are many times not sufficient. Even today expenditure on research and development in India remains about 0.9 per cent when compared to 1.12 per cent in Russia, 1.25 per cent in Brazil, and 1.84 per cent in China.

My question to the hon. Minister for Science and Technology is, what are the steps taken or proposed to be taken by the Government to increase the funding in this sector as well as to encourage the scientific research in the country?

DR. JITENDRA SINGH: Hon. Speaker, I welcome the question from the hon. Member. I think much of the question was answered by her good self. I am glad for these suggestions.

There is no doubt, the statistics do point out that in global comparison we do lag behind certain countries; and over the last sixty years possibly we could not make the kind of headway that we should have. But in the years to come we do hope to increase the Gross Expenditure on R&D (GERD) more in comparison to the GDP. I also welcome your suggestion about the privatization. You are right that statistically in certain countries, for example USA, private participation is more than 80 to 85 per cent. Therefore, in the years to come we are seized of all these suggestions and al these plans. I would just like to add that we have an ambitious plan of using science and technology as a means of social transformation in this country in the next few years.

SHRIMATI KOTHAPALLI GEETHA : Thank you, hon. Minister. It is a known fact that the country has to its advantage the willingness

to work with other countries in research and development. Apart from the success of Indian-trained scientists working abroad in foreign countries, Indian scientists working in India also have an impressive track record of developing required technology at a relatively shorter period of time. However, there is a controversy about our country not producing enough research scholars in the science arena. If the country has to prosper in scientific research, we need to produce more scholars by focusing on basic sciences, open-minded research, more than the targeted research.

My question to the hon. Minister is whether the Government proposes to formulate any action plan to promote scientific initiative as a profession among the young and eminent science scholars so that we can produce more scholars for the country.

DR. JITENDRA SINGH: The hon. Member would be glad to know and I will be proud to point out that in the last six or seven weeks itself we have taken a number of initiatives in this area of more exchanges at the academic and the research level with different countries. We have a programme called ‘Inspire’ whereby the young scientists are trained in certain areas of their interest and aptitude. You will be happy to know that only about three weeks back we sent a group of 20 youngsters in the age group of 16-25 selected on the basis of merit

from across the country to work for a few weeks in the company of the world famous Nobel laureates abroad. We entered into this arrangement with the help of certain foreign High Commissions. These boys and girls have come back in the last three-four years. They are keen to share their experiences with all of us and with the hon. Members of Parliament. But in view of the Session, that could not be matured.

In addition to that there are a number of awards like the fellowship awards of Ramanujan, Ramanna, Ramalingaswami, which are already in place; and certain new awards are also being contemplated. Only yesterday we had a meeting with the High Commissioner of France and we proposed to develop a joint Indo-French Scientific Council, something on the lines of Economic Council that has been in vogue all over the world. This is an innovative concept which the Government has thought of, in the last 5-6 weeks of its taking over.

[Translation]

SHRI RAMSINH RATHWA: Hon. Speaker, Madam, I express my gratitude to you for allowing me to ask this question. I congratulate the Hon. Prime Minister that in this Budget, the Hon. Minister of Finance has made a provision of Rs. 6600 crore for the Ministry of

Science, Research and Development. This is an important step. In 1930, when the country was under foreign rule, the basic infrastructure for scientific research in the country was almost non-existent. At that time, C. V. Raman carried out his work using simple indigenous equipment, with language as the foundation, and brought the Nobel Prize to the country in the field of physics. Satyendra Nath Bose worked with Einstein. Meghnad Saha, Ramanujan, P. C. Ray and Homi Jehangir Bhabha achieved many accomplishments. However, despite several qualitative improvements in higher education and the establishment of numerous laboratories, what is the reason that a large number of young scientists from the country are still moving abroad due to brain drain?

I would like to ask the Hon. Minister of Finance what steps the Government has taken to promote Indian scientific research and development, particularly in the field of material science and in the biotechnology programme, that is, biomedical device technology.

DR. JITENDRA SINGH: Hon. Madam Speaker, through you, I am pleased to inform the Hon. Member and the House. As the Hon. Member has stated regarding the initiatives taken to engage and encourage new scientists. [English] We have tried to become more inclusive and involve those scientists also, who over the last few years

thought that they had been left out, for a variety of reasons - maybe, sometimes their hesitation, sometimes they lack initiatives or because of their intellectual aptitude, they did not come forward on their own.so, they have to be reached out. [Translation] We have tried to include scientists from different states of the country, who have been doing good work for the last several decades, in committees and research. I am also proud to say that for the last three weeks, we have been receiving some representations and applications that NRI scientists who had gone abroad and are ready to return to the country and serve. I think this is the result of one month's effort because a confidence was developed in them, [English] ‘that we are ready to give the kind of work environment that they deserve and require. We will also proportionately compensate them.

SHRI MULLAPPALLY RAMCHANDRAN: A number of Indian scientists of international repute are working in various parts of the country, in various universities and scientific institutes. Also, a good number of Indian scientists are on their way out, in search of good pastures and better avenues abroad. Under these circumstances may I ask the hon. Minister, as to what is the reason for this brain-drain and what positive steps are being taken by the Government to stem this trend.

DR. JITENDRA SINGH: I would like to inform the hon. Member that ever since I was given the responsibility of this Department, one of my main priorities has been to get back the NRI scientists who have gone abroad for a number of reasons including the one cited by the hon. Member. I am glad to state that in the last 3-4 weeks itself, we have managed and succeeded in getting many of them motivated to come back to our motherland and offer their services. This has been possible primarily because they have got the confidence about the kind of work environment that they deserve to be provided in this country and also the kind of monetary remuneration commensurate with their work.

Secondly, I would also like to say this. I myself belong to the scientific fraternity. Today, it is being recognized all over the world that the kind of research potential that is available in India in all the fields of science - be it physics, be it chemistry, be it medical sciences - is much richer, vaster and heterogeneous, compared to any other single country in the world. Many of the researchers from abroad are choosing to come to India because they find over here the kind of research resources not only in terms of money but also in terms of research. For example, if it is medical science, the kind of diseases they want to work upon may not be easily available in terms of

number of patients in the Western set up. Therefore, India is now very much into the world map of international scientific research.

SHRI KONDA VISHWESHWAR REDDY : Madam, one of the metrics of measuring the amount of scientific work is based on the number of patents a country generates. India is known for IT. Our patent law is such that we cannot patent software in India. We cannot patent software related algorithms in India. Also, certain Defence technology cannot be patented in India under Indian laws. So, if I were to patent software - staying in India, studying in India and researching in India - I have to patent it in some other country. So, is there any plan to review the patent law in our country?

DR. JITENDRA SINGH: I wish to inform the hon. Member that we do have made headway in this field also. Since we live in an era of evidence based argument and everything has to be supported with statistics and figures, I would like to add here that as far as patent is concerned, which is being specifically pointed out by the hon. Member, in the last five years there has been an increase of as much as 182 per cent in the number of patents that we have managed to have in this country. In very near future we hope to work on it in a much better way. The number of research publications has also gone up by almost 50 per cent.

The full-time professionals and the full-time equivalents that we have in this country is about 164 per million which I would admit is less compared to other countries. Some of the countries like China have almost as many as more than 800 equivalents per million. We are certainly working on that to improve our manpower and human resource in the field of science and technology.

[Translation]

SHRI DILIPKUMAR MANSUKHLAL GANDHI: Madam Speaker, I thank you for giving me the opportunity to speak. The Hon. Minister has responded in a very detailed and appropriate manner. However, along with that, I would also like to state that since our country is predominantly agrarian, a large number of crops suffer damage due to hailstorms. Owing to such losses, onions have become expensive today, and the reason behind this is that extensive damage has occurred in many parts of Maharashtra due to hailstorms. There is an institution in Pune called “Hailstorm Management Strategies in Agriculture”. This institution has undertaken research by adopting six patterns through which hail clouds are modified and converted into rainfall. I would like to know whether, after this research, they have contacted the Government. My submission is that the research and innovations taking place in the agricultural sector need to be taken

forward. I would like to know how the Hon. Minister proposes to promote such initiatives.

DR. JITENDRA SINGH: Madam Speaker, although this question is not directly related to the original question and is partly associated with the Ministry of Agriculture, the Hon. Member is referring to experiments related to cloud seeding and seedlings. Certainly, this is a new area, and India is also making progress in this field.

(Q.223)

SHRI OM BIRLA: Hon. Speaker Sir, the data presented by the Hon. Minister under Corporate Social Responsibility under CSR of Nuclear Power Corporation are very serious. In 2012-2013, thirty percent of that amount was spent, in 2013-14, 19 percent of the allocated amount was spent and out of the special amount allocated in 2012-14, only seven percent was spent.

I would like to ask the Hon. Minister whether, in the future, when funds are allocated, the Government will remain committed to preparing a special action plan and utilising the entire amount within the Kota Rajasthan Atomic Power Project area, which is a tribal region, with the objective of improving the lives of the people there, and whether appropriate directions will be issued to the concerned Nuclear Power Corporation.

DR. JITENDRA SINGH: Hon. Speaker, Madam, the question raised by the Hon. Member is very important. His concern is also the concern of the Government. We welcome his suggestions. In the coming times, in Kota as well, which is his area, the provisions that will be made with regard to CSR will certainly incorporate the suggestions of senior Members such as him. As you are aware, under CSR we have certain notified areas such as education, health and skill development.

We will consider giving special priority in the future to children's education, rural sanitation, construction of toilets and related areas. Certainly, we will look forward to the suggestions and cooperation of the Hon. Member.

SHRI OM BIRLA: Hon. Speaker, Madam, the entire area around this atomic power project falls within the forest sanctuary. Due to this, roads are not being built there. People are not able to get drinking water facilities. People are being deprived of basic facilities.

Hon. Speaker, I would like to request the Hon. Minister that skill development programmes be conducted locally for the young boys in the surrounding areas under skill development initiatives, so that in the future these children can obtain employment there itself. This will also ensure employment opportunities for tribal youth. For those areas that fall within the forest sanctuary region, the Government should grant special permission for basic amenities, so that these areas are not deprived of essential facilities.

DR. JITENDRA SINGH: Madam Speaker, the Hon. Member has given a very good suggestion. This will remain under our consideration, and I would also like to bring this matter to the attention of the House that under CSR, the emphasis is not so much on employment as on employability. Our effort is to create the capability

of a youth to earn his own livelihood. Certainly, if the youth of that area are prepared for such work and develop the necessary skills, they will be able to serve the region and the plant effectively, while also helping to eradicate unemployment.

SHRI CHINTAMAN NAVASHA WANGA: Hon. Speaker, Madam, the first power station in the country was started at Tarapur, in my area, and it has been almost seventy years since then. Today, it generates 1500 megawatts of electricity. Fishermen live there, and there are villages of fishermen in that area. They should have been rehabilitated, but this has not happened. The matter is also pending before the Mumbai High Court. I have personally seen that there are houses there, but there is no electricity, no water. There are houses, but there are no roads. What can the Government do for the rehabilitation of these fishermen? The sites that have been identified for the rehabilitation of fishermen are located far away from the sea shore. Can their rehabilitation be carried out closer to the sea shore?

DR. JITENDRA SINGH: Madam Speaker, I understand the concern of the Hon. Member. His question has two parts. The first part relates to the distribution of electricity. I would like to submit before you that for power distribution from such plants, there is already a notified criteria. Under this, fifty percent is given to the home State, and the

remaining fifty percent goes to the Central pool. Therefore, specifically, the intervention of our Department in this matter remains very limited. This suggestion regarding the manner of distribution can be placed before the State Board, and suggestions regarding distribution from the Central pool can be placed before the Ministry of Power. As far as his question regarding the rehabilitation of the people residing there and the fishermen is concerned, preliminary action has already been initiated, and some research has also been carried out. The process has begun. It is our understanding that this is also covered under the guidelines and our stipulated criteria. In every possible manner, special attention is given to people living around any plant, particularly those residing within a radius of sixteen kilometres. However, within a radius of one kilometre, no habitation area is permitted. This area is left vacant, which we call the exclusion zone, for reasons of security and safety.

[English]

SHRI N.K. PREMACHANDRAN : M/s Indian Rare Earths Limited comes under the Department of Atomic Energy. My question is regarding the Corporate Social Responsibility. The rare earth elements in India are natural resources but unfortunately we are not able to exploit these rare earth elements in the coastal areas in Kerala

which comes under my constituency. The hon. Prime Minister is also looking after this Department. There are a lot of social issues involved, but the Corporate Social responsibility is not being performed there. We are not able to exploit the natural resources like bauxite and such other things. I would like know whether a concrete plan or scheme will be enunciated so as to get the maximum benefit out of these resources. I would also like to know if steps would be taken by the Department of Atomic Energy in this regard because IR is also coming under its purview.

DR. JITENDRA SINGH: Madam Speaker, we understand the concern of the hon. Member. In fact, this is very close to our heart and also close to our planning. The social projects under these Corporate Social Responsibilities are (CSR) definitely taken up, contemplated and executed after considering the specific needs of that particular given area and also after taking into confidence the suggestions and priorities spelt out by the representatives and prominent persons of that area. Whenever such things happen, we would definitely try to learn from the inputs of the Hon. Members as to what are the specific social areas where the projects need to be initiated. M/s Indian Rare Earths Limited is already taking up projects in that region which the Hon. Member has mentioned. As I mentioned earlier, we have some

basic priorities which we look forward to implement in the years to come relating to child education and rural sanitation, I think, which would be of common acceptance and common priority to all sections of society.

(Q.224)

SHRI MD. BADARUDDOZA KHAN : Madam Speaker, I have gone through the answer given by the hon. Minister and some reports. But I am sorry to say that I am not satisfied with the answer and so I have to say something about it.

So far as hydro electric projects are concerned in Uttarakhand and some other States in the Himalayan range, it is seen in the DMMC report that 13 districts in the State of Uttarakhand are now under seismic zone IV and V. Despite this, several dams and roads have been constructed. Again, it has been mentioned that the State of Uttarakhand is vulnerable to earthquake, hail storms, landslides, cloud bursts and avalanches. Then, the Supreme Court in 2013 directed the Ministry to constitute an expert committee to assess whether on-going and under construction hydro electric power projects have contributed to the environmental degradation and if so, in what context. The Supreme Court also directed the Ministry not to grant any further environmental clearances for any hydro electric power project.

Then came the report of the Chopra Committee. The Chopra Committee suggested establishment of micro hydel projects and some other projects which are not relevant to my question. My question is, in spite of all these reports and directives, why did the Chopra

Committee dilute the directives of the Supreme Court and also the report of the DMMC and suggested for setting up of micro hydel power project in these areas? It is also remarkable that the Chopra Committee was not unanimous in their recommendations. Two of its Members submitted other reports. I would like to know whether there was any political pressure brought on the Committee, or any vested interested was behind this.

[Translation]

SHRI PRAKASH JAVADEKAR: Madam, first of all, I would like to tell you that this is a very sensitive and important issue that hydro power projects should be set up, because that is the cleaner energy, otherwise we will generate electricity from coal or from water. Using water is a much cleaner energy path, but what impact does that have on the river and the rest of the ecology, especially in Uttarakhand, which you mentioned. Therefore, when the Uttarakhand tragedy happened, the Ravi Chopra Committee was formed, under the order of the Supreme Court. Two types of reports came in this. Because the two people who gave divergent views were also from the Central Water Commission and the Central Electricity Authority. There were two important issues. It is a fact that every project must undergo a thorough study. While studying, there are five types of committees.

One was a study done by IIT Roorkee in 2010. The Wildlife Institute conducted a study in 2010. The IIT Consortium Study also began the same year. The Inter Ministerial Group known as B.K. Chaturvedi Committee was formed in 2012. Then this fifth committee was formed by the order of the Supreme Court. Now, due to two divergent views emerging in this, IIT Consortium has been asked once again to give its final opinion on this. [English] The issue is this. I can understand the sensitivity of the problem and the question raised by the hon. Member. The finding of all the Committees is one, that is, implementation and compliance are important. Catchment area treatment and compensatory afforestation are two things that are not done properly. I am an activist associated with water movements, and I can tell you that catchment area is very important for a project to get fructified for the purpose for which it has been conceived. Therefore, greater attention will be paid to this aspect.

SHRI MD. BADARUDDOZA KHAN: Madam, I have some other questions to put.

In each State, there are some agencies like the State Disaster Management Authority and the Meteorological Department. There are many Committees which are working separately and in isolation. It causes increase in death toll.

Now, I want to know whether the Government of India has any plan to tie up all such agencies under one umbrella; if not, what are the reasons thereof?

SHRI PRAKASH JAVADEKAR: This is actually a suggestion which is noted. The issue is not about bringing all the agencies under one roof. All agencies have a different mandate and they work under their mandate. Their advice is taken and necessary action will be taken.

[Translation]

DR. RAMESH POKHRIYAL NISHANK: Madam Speaker, through you, I would like to ask the Hon. Minister whether the severe natural disasters that occur in Uttarakhand and the Himalayan States, including earthquakes, landslides, excessive rainfall and cloudbursts, are an environmentally adverse impact of the construction of large dams and major projects. If so, what are the details thereof and what is the solution? If not, will any study be conducted to protect the Himalayan region, will the Government formulate a concrete strategy in this regard, and by when will it be formulated?

SHRI PRAKASH JAVADEKAR: The Hon. Member has also been the Chief Minister of Uttarakhand. He knows the issue. He knows the issue. The question is that after the Uttarakhand tragedy, many issues

emerged and were discussed. Pursuant to the directions issued by the Supreme Court, the findings of the Committee are that the dams were not responsible for the Uttarakhand tragedy. In fact, it is also a reality that had the Tehri Dam and the Srinagar Dam not been there, the damage could have been far greater. However, it is a fact that decisions had already been taken regarding the eco-sensitive zone of the Ganga, particularly the stretch of 170 kilometres from Gangotri, and this Government is equally sensitive about this matter. As I have said, the Cleaner energy path is hydropower, but that does not mean that hydropower should be pursued without paying attention to ecology. This is not what we believe.

[English]

SHRI JYOTIRADITYA M. SCINDIA : Hon. Speaker, thank you. The Minister's comment is very well taken that hydro is a much cleaner form of energy. India's energy mix has also fallen from 40 per cent dependency on hydro to 17 per cent today. It is very important to have a diversified portfolio. The fact is that today hydro projects are used as Base Load Stations as opposed to Peaker Stations which are used across the world. Arunachal Pradesh and the North-Eastern region present a gold mine with regard to hydro project potential in India at almost 100 Kilowatts.

There was an inter-Ministerial dialogue to ensure that EAC approval is given to the first project on the river basin and after that an environmental assessment study is also done. Many projects of NHPC and other companies are still being held up like the Subansri and Dibang projects. My question to the Minister very respectfully is whether there are any thoughts to progress this forward so that at least hydro development in this country can start.

[Translation]

SHRI PRAKASH JAVADEKAR: Madam Speaker, the Hon. Member himself has been the Energy Minister and is aware that permissions for the Pare-Dikrong Hydro Electric Power Project, Demwe Lower HEP, Hutang HEP, Tawang HEP, Tawang Stage Two, Tato-II, NJC, Dibin HEP, Gongri HEP and Nafra HEP in Arunachal Pradesh were granted up to the year 2013. When the Uttarakhand tragedy occurred, a controversy arose over all HEPs. A similar issue was also raised in Assam. Keeping this sensitivity in mind, several studies were undertaken. Therefore, the Bishom River Basin, Lohit River Basin, Subansiri River Basin, Siang River Basin, Kameng and Dibang River Basins, Tawang River Basin, and the Teesta River Basin, which is part of Sikkim and West Bengal, are all being examined. However, the potential of all these basins is very high.

From the perspective of how we can utilise this potential to the maximum extent without causing damage to ecology, all these issues are being reviewed afresh.

[English]

SHRI JYOTIRADITYA M. SCINDIA : My question is very pointed one. Is the Government going to give the first project on the basin approval and then make sure that those projects start off? That was what was decided in a Cabinet meeting as well. So, I would just like reiteration from the Minister whether that policy is still going to be followed so that the first project on the basin can get the approval.

SHRI PRAKASH JAVADEKAR: The same policy is being continued.

SHRI BHARTRUHARI MAHTAB: Hon. Speaker, the question relates to impact of hydro power projects on environment. Definitely it is not just confined to the Himalayan region. So my question is whether it is true that the Ministry of Environment and Forests has granted environmental clearance to the Polavaram project on 25th October, 2005 basing on a design flood estimation of 36 lakh cusecs though in the meanwhile the design flood estimation of the project has been revised by the CWC to about 50 lakh cusecs. Can one term such an environmental clearance valid when the design flood estimation

was only 36 lakh cusecs? Is it not true that the environmental clearance was given in September, 2006 without public hearing in project-affected areas, like Odisha? Has any forest land in Odisha been affected due to the construction of protective embankments of the Polavaram project? If yes, how was the final forest clearance given to the project without any survey or public hearing?

SHRI PRAKASH JAVADEKAR: As far as the Polavaram project is concerned, as you know, stop-work is on. So, there is no work. …(*Interruptions*) I will give the specific details because there are two decisions. Therefore, I will give the details to the Members.

(Q 225)

SHRI P. KUMAR : Madam Speaker, urbanization is accelerating at a faster pace in India during the last few years. Although India is one of the less urbanized countries of the world, compared to China and others, our country is facing a serious crisis of urban growth at the present time. Some of the major problems of urbanization in India are urban spread, over-crowding, housing, unemployment, apart from transport, water and sewage. I am not mentioning here about the social evils such as beggary, theft, dacoities, burglaries and others.

India's urbanization should support the country's growth and rapid economic transformation. May I know whether there is any policy with the Government with regard to inclusive and sustained urbanization, which will include focus on migrant people, job opportunities, infrastructure, and industrial development among others?

SHRI M. VENKAIAH NAIDU: Hon. Speaker, it is a comprehensive commentary on the state of affairs prevailing in the urban areas of the country. I take note of the comments made by the hon. Member and also I understand the spirit with which he has made this observation.

Urbanization will be central to India's strategy of achieving faster and more inclusive growth because agglomerations and

economic activities in urban agglomerations provide entrepreneurship opportunities also. The question is, as I told you, multi-dimensional connected with law and order, connected with job opportunities, connected with industries and connected with greenery. The areas that are normally earmarked under urban development, for example, drinking water, sanitation, urban transport, housing, planning, livelihood opportunities in urban areas are being addressed. We are shortly coming out with an action plan to take all these ideas forward.

SHRI P. KUMAR: Madam Speaker, there is no doubt that urbanization creates opportunities, if managed well. For this, we need to allow innovation of new ideas. But I am reminded of what the President of India, in his Address to the Parliament, mentioned about "RURBAN', giving urban facilities in rural areas. I would like to know whether the Government has got any strategy to create employment opportunities in rural areas in the next five years by setting up more industries - agro-industries and otherwise - so that people are driven towards rural areas and stay there which will stop the surge of population growth in urban areas.

SHRI M. VENKAIAH NAIDU: Madam Speaker, earlier, I was the Rural Development Minister. Now, I am the Urban Development Minister. I have also migrated from village to town! … (*Interruptions*)

Employment, Education and Entertainment are the three Es which are forcing the people to migrate from rural areas to urban areas because they need education, they need employment and they need entertainment. These are all mostly concentrated in urban areas or peri-urban areas. That is why rural people are migrating to towns. But the question is well understood by me. I will convey it to my colleague who is looking after the Rural Development Ministry.

SHRI NALIN KUMAR KATEEL : Madam, I would like to know from the hon. Minister whether the Government has allocated Rs.7600 crore for developing hundred Smart Cities by modernizing the existing mid-size cities. If so, the names of the cities being considered from Karnataka under this project.

Is it a fact that the Government is also planning Metro Projects in cities having two-million plus population? If so, the names of the cities in Karnataka being considered under this project including Mangalore City.

SHRI M. VENKAIAH NAIDU: The programme of creating and developing hundred Smart Cities across the country is at the conceptual stage. The details and contours are being worked out. Once that is finalized, then, I will be able to tell which are the cities and that

also will be done in consultation with State Governments. All the stakeholders will be taken on board before finalizing the Scheme.

Madam, recently, we had a meeting of the Ministers of State Governments with regard to housing and urban development wherein we had discussed certain aspects including the issue of Smart Cities.

I have a problem now. Whoever meets me in the Lobby or Central Hall, says: "Sir, what about my house and then give me a Smart City also."… (*Interruptions*) I cannot give it to all. But, anyhow, I am now working out the details and the contours of the Smart City concept. Once it is finalised, the same will also be known to the hon. Members and the House would also be informed accordingly. The process is on.

HON. SPEAKER: Everybody wants to be smart.

`Question Hour' is over.

---

*WRITTEN ANSWERS TO QUESTIONS

Starred Question Nos.226 to 240

Unstarred Question Nos.1883 to 2112

* **For Questions, please visit** https://sansad.in/ls/questions/questions-and-answers .

12.00 hrs.

PAPERS LAID ON THE TABLE

HON. SPEAKER: The Papers to be laid on the Table.

[Translation]

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRIMATI SUSHMA SWARAJ): Speaker Madam, I beg to lay on the Table a copy each of the following papers (Hindi and English versions):-

(1) Detailed Demands for Grants of the Ministry of External Affairs for the year 2014-2015.

(Placed in Library, See No. LT 244/16/14)

(2) Outcome Budget of Ministry of External Affairs for the year 2014-2015.

(Placed in Library, See No. LT 245/16/14)

[English]

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M.

VENKAIAH NAIDU): Madam, I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the Hindustan Prefab Limited and the Ministry of Housing and Urban Poverty Alleviation for the year 2014-2015.

(Placed in Library, See No. LT 246/16/14)

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF MINES, MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI VISHNU DEO SAI): Speaker Madam, with your permission, on behalf of my senior, the Minister of Mines, Minister of Steel and Minister of Labour and Employment, Shri Narendra Singh Tomar, I beg lay on the Table a copy each of the following papers (Hindi and English versions):-

(1) Detailed Demands for Grants of the Ministry of Labour and Employment for the year 2014-2015.

(Placed in Library, See No. LT 247/16/14)

(2) Outcome Budget of the Ministry of Labour and Employment for the year 2014-2015.

(Placed in Library, See No. LT 248/16/14)

[English]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SMRITI ZUBIN IRANI): Madam, I beg to lay on the Table:-

(1) (i) A copy of the Annual Report (Hindi and English versions) of the University Grants Commission, New Delhi, for the year 2012-2013.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the University Grants Commission, New Delhi, for the year 2012-2013, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the University Grants Commission, New Delhi, for the year 2012-2013.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library, See No. LT 249/16/14)

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian School of Mines, Dhanbad, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian School of Mines, Dhanbad, for the year 2012-2013.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

(Placed in Library, See No. LT 250/16/14)

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Bihar Education Project Council, Patna, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Bihar Education Project Council, Patna, for the year 2012-2013.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

(Placed in Library, See No. LT 251/16/14)

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Project of History of Indian Science, Philosophy and Culture, New Delhi, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Project of History of Indian Science, Philosophy and Culture, New Delhi, for the year 2012-2013.

(8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

(Placed in Library, See No. LT 252/16/14)

(9) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training (Southern Region), Chennai, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Board of Apprenticeship Training (Southern Region), Chennai, for the year 2012-2013.

(10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

(Placed in Library, See No. LT 253/16/14)

(11) (i) A copy of the Annual Report (Hindi and English versions) of the Rashtriya Madhyamik Shiksha Abhiyan (UEE Mission) Delhi, Delhi, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Rashtriya Madhyamik Shiksha Abhiyan (UEE Mission) Delhi, Delhi, for the year 2012-2013.

(12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

(Placed in Library, See No. LT 254/16/14)

(13) (i) A copy of the Annual Report (Hindi and English versions) of the Rashtriya Madhyamik Siksha Abhijan, Guwahati, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Rashtriya Madhyamik Siksha Abhijan, Guwahati, for the year 2012-2013, for the year 2012-2013.

(14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

(Placed in Library, See No. LT 255/16/14)

(15) (i) A copy of the Annual Report (Hindi and English versions) of the Jharkhand Mahila Samakhya Society, Ranchi, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Jharkhand Mahila Samakhya Society, Ranchi, for the year 2012-2013.

(16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

(Placed in Library, See No. LT 256/16/14)

(17) (i) A copy of the Annual Report (Hindi and English versions) of the Maharashtra Rashtriya Madhyamik Shiksha Abhiyan, Mumbai, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Maharashtra Rashtriya Madhyamik Shiksha Abhiyan, Mumbai, for the year 2012-2013.

(18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.

(Placed in Library, See No. LT 257/16/14)

(19) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Management Udaipur, Udaipur, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Management Udaipur, Udaipur, for the year 2012-2013.

(20) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (19) above.

(Placed in Library, See No. LT 258/16/14)

(21) A copy of the Annual Accounts (Hindi and English versions) of the Rajiv Gandhi University, Itanagar, for the year 2012-2013, together with Audit Report thereon.

(22) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (21) above.

(Placed in Library, See No. LT 259/16/14)

(23) A copy of the Annual Accounts (Hindi and English versions) of the Banaras Hindu University, Varanasi, for the year 2012-2013, together with Audit Report thereon.

(24) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (23) above.

(Placed in Library, See No. LT 260/16/14)

(25) (i) A copy of the Annual Report (Hindi and English versions) of the Central Tibetan Schools Administration, Delhi, for the year 2012-2013.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Central Tibetan Schools Administration, Delhi, for the year 2012-2013, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Tibetan Schools Administration, Delhi, for the year 2012-2013.

(26) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (25) above.

(Placed in Library, See No. LT 261/16/14)

(27) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Philosophical Research, New Delhi, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Council of Philosophical Research, New Delhi, for the year 2012-2013.

(28) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (27) above.

(Placed in Library, See No. LT 262/16/14)

(29) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Kharagpur, Kharagpur, for the year 2012-2013.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Kharagpur, Kharagpur, for the year 2012-2013, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Kharagpur, Kharagpur, for the year 2012-2013.

(30) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (29) above.

(Placed in Library, See No. LT 263/16/14)

(31) (i) A copy of the Annual Report (Hindi and English versions) of the National Council of Rural Institutes, Hyderabad, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Council of Rural Institutes, Hyderabad, for the year 2012-2013.

(32) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (31) above.

(Placed in Library, See No. LT 264/16/14)

(33) (i) A copy of the Annual Report (Hindi and English versions) by the Government of the All India Council for Technical Education, New Delhi, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the All India Council for Technical Education, New Delhi, for the year 2012-2013.

(34) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (33) above.

(Placed in Library, See No. LT 265/16/14)

(35) (i) A copy of the Annual Report (Hindi and English versions) of the U.T. of Dadra and Nagar Haveli Rashtriya Madhyamik Shiksha Abhiyan, Silvassa, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the U.T. of Dadra and Nagar Haveli Rashtriya Madhyamik Shiksha Abhiyan, Silvassa, for the year 2012-2013.

(36) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (35) above.

(Placed in Library, See No. LT 266/16/14)

(37) (i) A copy of the Annual Report (Hindi and English versions) of the Tamil Nadu Rashtriya Madhyamik Shiksha Abhiyan, Chennai, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Tamil Nadu Rashtriya Madhyamik Shiksha Abhiyan, Chennai, for the year 2012-2013.

(38) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (37) above.

(Placed in Library, See No. LT 267/16/14)

(39) (i) A copy of the Annual Report (Hindi and English versions) of the Jammu and Kashmir Rashtriya Madhyamik Shiksha Abhiyan, Srinagar, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Jammu and Kashmir Rashtriya Madhyamik Shiksha Abhiyan, Srinagar, for the year 2012-2013.

(40) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (39) above.

(Placed in Library, See No. LT 268/16/14)

(41) (i) A copy of the Annual Report (Hindi and English versions) of the Uttarakhand Sarva Shiksha Abhiyan, Dehradun, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Uttarakhand Sarva Shiksha Abhiyan, Dehradun, for the year 2012-2013.

(42) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (41) above.

(Placed in Library, See No. LT 269/16/14)

(43) (i) A copy of the Annual Report (Hindi and English versions) of the U.T. of Daman and Diu Rashtriya Madhyamik Shiksha Abhiyan, Daman, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the U.T. of Daman and Diu Rashtriya Madhyamik Shiksha Abhiyan, Daman, for the year 2012-2013.

(44) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (43) above.

(Placed in Library, See No. LT 270/16/14)

(45) (i) A copy of the Annual Report (Hindi and English versions) of the State Mission Authority Manipur (Sarva Shiksha Abhiyan), Imphal, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the State Mission Authority Manipur (Sarva Shiksha Abhiyan), Imphal, for the year 2012-2013.

(46) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (45) above.

(Placed in Library, See No. LT 271/16/14)

(47) (i) A copy of the Annual Report (Hindi and English versions) of the Goa Rashtriya Madhyamik Shiksha Abhiyan, Alto Porvorim, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Goa Rashtriya Madhyamik Shiksha Abhiyan, Alto Porvorim, for the year 2012-2013.

(48) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (47) above.

(Placed in Library, See No. LT 272/16/14)

(49) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Jodhpur, Jodhpur, for the year 2012-2013.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Jodhpur, Jodhpur, for the year 2012-2013, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Jodhpur, Jodhpur, for the year 2012-2013.

(50) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (49) above.

(Placed in Library, See No. LT 273/16/14)

(51) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Foundry and Forge Technology, Ranchi, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Foundry and Forge Technology, Ranchi, for the year 2012-2013.

(52) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (51) above.

(Placed in Library, See No. LT 274/16/14)

(53) (i) A copy of the Annual Report (Hindi and English versions) of the Bihar Mahila Samakhya Society, Patna, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Bihar Mahila Samakhya Society, Patna, for the year 2012-2013, for the year 2012-2013.

(54) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (53) above.

(Placed in Library, See No. LT 275/16/14)

(55) A copy of the Memorandum of Understanding (Hindi and English versions) between the EdCIL (India) Limited and the Ministry of Human Resource Development for the year 2014-2015.

(Placed in Library, See No. LT 276/16/14)

(56) A copy of the Notification No. S.O.1477(E) (Hindi and English versions) published in Gazette of India dated 6th June, 2014, notifying the communities, viz., Muslims, Christians, Sikhs,

Budhists, Zoroastrians (Parsis) and Jains as minority communities for the purposes of the National Commission for Minority Educational Institutions Act, 2004 issued under Section 2 of the said Act.

(Placed in Library, See No. LT 277/16/14)

(57) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:-

(i) Review by the Government of the working of the EdCIL (India) Limited, Noida, for the year 2012-2013.

(ii) Annual Report of the EdCIL (India) Limited, Noida, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(58) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (57) above.

(Placed in Library, See No. LT 278/16/14)

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANTOSH KUMAR GANGWAR): Madam, on behalf of my colleague, Shri Inderjit Singh Rao, I beg to lay on the Table a copy each of the following papers (Hindi and English versions):-

(1) Detailed Demands for Grants of the Ministry of Ministry of Statistics and Programme Implementation for the year 2014-2015.

(Placed in Library, See No. LT 279/16/14)

(2) Detailed Demands for Grants of the Ministry of Planning for the year 2014-2015.

(Placed in Library, See No. LT 280/16/14)

[Translation]

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER

DEVELOPMENT AND GANGA RESTORATION (SHRI SANTOSH KUMAR GANGWAR): Speaker Madam, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Parliamentary Affairs for the year 2014-15.

(Placed in Library, See No. LT 281/16/14)

[English]

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING, MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRAKASH JAVADEKAR): Madam, I beg to lay on the Table:-

(1) (i) A copy of the Annual Report (Hindi and English versions) of the National Tiger Conservation Authority, New Delhi, for the year 2012-2013.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Tiger

Conservation Authority, New Delhi, for the year 2012-2013.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library, See No. LT 282/16/14)

(3) A copy of the Annual Accounts (Hindi and English versions) of the Prasar Bharati, New Delhi, for the year 2012-2013, together with Audit Report thereon.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

(Placed in Library, See No. LT 283/16/14)

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Children's Film Society, India, Mumbai, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Children's Film Society, India, Mumbai, for the year 2012-2013.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

(Placed in Library, See No. LT 284/16/14)

(7) A copy of the Prasar Bharati (Broadcasting Corporation of India) TV News Correspondent Recruitment Rules, 2014 (Hindi and English versions) published in Notification No. G.S.R. 208(E) in Gazette of India dated 25th March, 2014 under article 309 of the Constitution of India.

(Placed in Library, See No. LT 285/16/14)

[Translation]

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS, MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH): Speaker Madam, I beg to lay on the Table:-

(1) A copy of the Outcome Budget (Hindi and English versions) of the Department of Space for the year 2014-2015.

(Placed in Library, See No. LT 286/16/14)

(2) A copy of the Central Civil Services (Conduct) Amendment Rules, 2014 (Hindi and English versions) published in Notification No. G.S.R. 149(E) in Gazette of India dated 4th March, 2014 under Section 309 of the Constitution of India.

(Placed in Library, See No. LT 287/16/14)

(3) A copy each of the following papers (Hindi and English versions):-

(1) Memorandum of Understanding between the Uranium Corporation of India Limited and the Department of Atomic Energy for the year 2014-15.

(Placed in Library, See No. LT 288/16/14)

(2) Memorandum of Understanding between the Electronics Corporation of India Limited and the Department of Atomic Energy for the year 2014-2015.

(Placed in Library, See No. LT 289/16/14)

(3) Memorandum of Understanding between the Indian Rare Earths Limited and the Department of Atomic Energy for the year 2014-2015.

(Placed in Library, See No. LT 290/16/14)

(4) Memorandum of Understanding between the Nuclear Power Corporation of India Limited and the Department of Atomic Energy for the year 2014-2015.

(Placed in Library, See No. LT 291/16/14)

(5) Memorandum of Understanding between the Bharatiya Nabhikiya Vidyut Nigam Limited and the Department of Atomic Energy for the year 2014-2015.

(Placed in Library, See No. LT 292/16/14)

(4) A copy of the All India Services (Discipline and Appeal) (Amendment) Rules, 2014 (Hindi and English versions) published in Notification No. G.S.R. 408(E) in Gazette of India dated 14th June, 2014 under sub-section (2) of Section 3 of the All India Services Act, 1951.

(Placed in Library, See No. LT 293/16/14)

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): Madam Speaker, I beg to lay on the Table, a

copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Agriculture for the year 2014-2015.

(Placed in Library, See No. LT 294/16/14)

12.03 hrs.

STATEMENT CORRECTING REPLY TO UNSTARRED QUESTION NO.949 DATED 16.07.2014 REGARDING IMPLEMENTATION OF NULM.*

[English]

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): Madam, I beg to make a Statement correcting the reply (English Version) to Unstarred Question No.949 given on 16th July, 2014 by Shri Kodikkunnil Suresh, MP regarding "Implementation of NULM."

1. I beg to make a statement to enclose an annexure referred in Part (b) of the reply (English Version) given, in respect of statement showing state-wise number of cities/towns covered under the National Urban Livelihood Mission (NULM) for the Lok Sabha Unstarred Question No.949 answered by the Ministry of Housing and Urban Poverty Alleviation on 16.07.2014.

* Placed in Library, See No. LT 295/16/14.

2. The relevant annexure was inadvertently not sent previously to Lok Sabha in respect to the reply (English Version) given to the Lok Sabha Unstarred Question No.949 answered on 16.07.2014.

3. The correcting statement may be brought to the notice of the House.

4. The inconvenience caused is regretted.

MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION

LOK SABHA

UNSTARRED QUESTION NO 949

ANSWERED ON 16.07.2014

IMPLEMENTATION OF NULM

949 . Kodikunnil Shri Suresh

Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:-

(a) whether Municipalities and Corporations are selected for the implementation of the National Urban Livelihoods Mission (NULM) in the country;

(b) if so, the details of Municipalities and Corporations selected so far for implementing the NULM in various States including Kerala, State-wise

(c) whether the Government proposes to select all the Municipalities and Corporations in the country for implementing the NULM; and

(d) if so, the details thereof and if not, the reasons therefor?

ANSWER

THE MINISTER OF HOUSING & URBAN POVERTY ALLEVIATION [SHRI M. VENKAIAH NAIDU]

(a): Yes Madam.

(b): As per Census of India 2011 and report received from States/UTs, a Statement showing State-wise number of cities/towns covered under the National Urban Livelihoods Mission (NULM) are at Annexure.

(c) & (d): Yes Madam, the Ministry proposes to hold consultations in this regard.

ANNEXURE REFERRED TO IN REPLY TO LOK SABHA UNSTARRED QUESTION NO. 949 FOR 16-07-2014

A statement showing State-wise Numbers of Cities/ Towns covered under National Urban Livelihoods Mission (NULM)

S. No.	Name of the States /UTs	Number of Cities/ Towns covered under NULM
1	Andhra Pradesh	32
2	Bihar	42
3	Chhattisgarh	28
4	Goa	2
5	Gujarat	35
6	Haryana	22
7	Himachal Pradesh	10
8	Jammu & Kashmir	22
9	Jharkhand	28

10	Karnataka	34
11	Kerala	14
12	Madhya Pradesh	54
13	Maharashtra	53
14	Odisha	33
15	Punjab	25
16	Rajasthan	40
17	Tamil Nadu	40
18	Telangana	15
19	Uttar Pradesh	82
20	Uttarakhand	16
21	West Bengal	62
22	Arunachal Pradesh	16
23	Assam	25

24	Manipur	9
25	Meghalaya	8
26	Mizoram	8
27	Nagaland	11
28	Sikkim	4
29	Tripura	7
30	A&N Islands	1
31	Chandigarh	1
32	Dadra & Nagar Haveli	1
33	Daman & Diu	2
34	NCT of Delhi	3
35	Puducherry	5
	ALL INDIA	790

_____

12.03 ½ hrs.

STATEMENTS BY MINISTERS

(i) Status of implementation of the recommendations contained in the 242th Report of the Standing Committee on Science and Technology, Environment and Forests on Demands for Grants (2013-14) pertaining to the Department of Space.*

[Translation]

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY, MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES, MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE, MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS, MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH): Madam, I beg to lay on the Table a statement (Hindi and English versions) regarding the status of implementation of the recommendations contained in the 242nd Report of the Standing

* Laid on the Table and also placed in Library, See No. LT 296/16/14.

Committee on Science and Technology, Environment and Forests on Demands for Grants (2013-14), pertaining to the Department of Space.

12.04 hrs.

ANNOUNCEMENT BY THE SPEAKER

Cancellation of sitting of the House

[English]

HON. SPEAKER: Hon. Members, I have to inform the House that in the sitting of the Business Advisory Committee held on Friday, the 18th July, 2014, some Members had requested for cancellation of sitting of the House fixed for Monday, the 28th July, 2014.

If the House agrees, the sitting of the House fixed for Monday, the 28th July, 2014 may be cancelled.

I hope the House agrees.

SEVERAL HON. MEMBERS: Yes.

_____

HON. SPEAKER: Shri Mallikarjun Kharge.

SHRI MALLIKARJUN KHARGE (GULBARGA): Madam, I will speak after Shri Shanavas.

SHRI M.I. SHANAVAS (WAYANAD): Madam, Speaker, I am thankful to you for giving me an opportunity to raise a very important and serous issue and to bring it to the notice of this august House. Here, a very unfortunate and shocking incident took place where a minority community person, a Muslim, who was an Officer in the New Maharashtra Sadan was forced to eat *Chhappati* and break his fast, against his will. … (*Interruptions*) It is not a nice thing to come before this august House and against our MPs. News reports have appeared in all over the channels. … (*Interruptions*) Madam, 11 MPs were involved in this incident. … (*Interruptions*)

[Translation]

HON. SPEAKER: Please listen. I will allow your leader to speak as well. Your leader will also speak.

...(Interruptions)

[English**]**

SHRI M.I. SHANAVAS: Madam, give me the chance to speak. …(*Interruptions*)

[Translation]

HON. SPEAKER: Please. Sawant Ji, I will let your leader also speak, please listen.

...(Interruptions)

[English]

SHRI M.I. SHANAVAS: This is very bad. … (*Interruptions*) The concerned officer's name is Shri Arshad. … (*Interruptions*)

[Translation]

HON. SPEAKER: Please. What is this happening? Otherwise I will not allow it like this. It will not happen like this.

...(Interruptions)

HON. SPEAKER: You will not raise the matter without giving notice. Since he has spoken, therefore I am allowing him.

...(Interruptions)

HON. SPEAKER: Please. What is happening? He will speak. Please, this will not happen.

...(Interruptions)

HON. SPEAKER: Please take your seat. This is not how proceedings are conducted.

...(Interruptions)

HON. SPEAKER: Sultan Ji, what is happening?

...(Interruptions)

[English]

SHRI M.I. SHANAVAS: Madam, Arshad has issued a statement. …(*Interruptions*) What has happened is, some MPs were there and journalists were there. They were in the media room, they asked for food, food was not served and so hell was let loose in the Maharashtra Sadan. His nameplate was there. Everybody knew that his name is Arshad. I will quote Arshad's statement. … (*Interruptions*)

[Translation]

HON. SPEAKER: If you only want to create a disturbance, then I have nothing to say. Please. Your leader will also speak.

...(Interruptions)

[English]

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): Madam Speaker, statement made by outside people cannot be quoted in the House. This is a sensitive issue. We

are dealing with a sensitive issue. Let us not try to rouse communal passions unnecessarily. … (*Interruptions*) Nobody knows the truth. Let the Chair get the facts and then we can discuss it. … (*Interruptions*)

[Translation]

HON. SPEAKER: If everyone speaks at the same time, I will not be able to hear anything.

…(Interruptions)

HON. SPEAKER: All of you please understand this. I am unable to understand anything because you have given me the notice at the very last moment, yet I am allowing it. But if you keep creating a disturbance, I will not be able to understand anything.

…(Interruptions)

HON. SPEAKER: Please, all of you understand this.

…(Interruptions)

HON. SPEAKER: Rajiv ji, what is happening? I allowed this matter only for this reason, otherwise it is not actually related to the proceedings of this House. However, I understand that emotions may be involved. But please understand this. I will not allow everyone to speak because no one has given a notice. Only Kharge ji had come

and made a request, and along with him Hon. Gite ji and other Members had also come. They too wish to place certain points before the House, and therefore both sides should be heard by the House. Such one-sided disturbance will not be allowed, otherwise I will not allow anyone to speak.

...(Interruptions)

[English]

SHRI M.I. SHANAVAS : Madam, I will read out Arshad's statement. It says:

> "All guests along with media reporters and staffs of Maharashtra Sadan got into the kitchen where I was getting the orders prepared. They caught me and put *chapati* into my mouth. I was wearing a formal uniform set as prescribed by IRCTC." … (*Interruptions*)

SHRI M. VENKAIAH NAIDU: Madam, this should not go on record. Nobody knows the truth. He is trying to sensationalize the issue unnecessarily. Let us not rouse communal passions. … (*Interruptions*)

[Translation]

HON. SPEAKER: I have told him also not to do so. You should also not do so. No, I am sorry. Only he will speak.

SHRI M.I. SHANAVAS: Madam, I will take two or three minutes more. Arshad's statement is so shocking. His statement further says:

> "Everybody in the panel also knew my name as Arshad. Even then they inserted *chapati* into my mouth which caused my fast to break on the eve of *Ramzan*."

Madam, this is cutting at the very root of secularism. Never in independent India has such a thing happened. The MPs who are to be the role models have shown a bad model that they can do anything. We want to preserve, the minorities want to preserve their religious faith. Even their faith has been tarnished by none other than the MPs.… (*Interruptions*) So, this House should condemn it.… (*Interruptions*)

HON. SPEAKER: Shri M.B. Rajesh, Shri P. Karunakaran , Adv. Joice George, Shri P.K. Biju, Dr. A. Sampath and Dr. Mamtaz Sanghamita are allowed to associate with the issued raised by Shri M.I. Shanavas.

… (*Interruptions*)

[Translation]

HON. SPEAKER: Geete Ji, you may speak.

… (*Interruptions*)

[English]

HON. SPEAKER: You have not given any notice.

… (*Interruptions*)

[Translation]

HON. SPEAKER: No other Member has given notice. This is not how it is done.

… (*Interruptions*)

HON. SPEAKER: Have the patience to listen. This is not how it is done.

… (*Interruptions*)

HON. SPEAKER: You have not given any notice. When a proper notice is received, an opportunity to speak will be given. It cannot be that anyone simply stands up and starts speaking.

… (*Interruptions*)

[English]

HON. SPEAKER: Both of them have come to me. No, I am sorry. All the MPs will not speak.

… (*Interruptions*)

[Translation]

HON. SPEAKER: You may associate yourselves.

… (*Interruptions*)

HON. SPEAKER: You know the procedure. Salim ji, you also know the procedure. This is not how it is done.

… (*Interruptions*)

HON. SPEAKER: Please understand. He is speaking.

…(*Interruptions*)

THE MINISTER OF HEAVY INDUSTRIES AND ENTERPRISES (SHRI ANANT GANGARAM GEETE): Madam Speaker, it is the month of Ramzan. ...*(Interruptions)*

HON. SPEAKER: There will be no further comments now. There should be no disorder here. Everyone should exercise some restraint over their emotions.

SHRI ANANT GANGARAM GEETE: Madam, this is the month of Ramzan. This month is considered a holy month. ...*(Interruptions)*

Wait a minute, let me finish my point. I believe that those who wish to respect this holy month of Ramzan should at least *not make any statement in this House. ... *(Interruptions)*

HON. SPEAKER: I will look into it.

...(Interruptions)

HON. SPEAKER: Don't use that word.

...(Interruptions)

HON. SPEAKER: That has been expunged.

...(Interruptions)

HON. SPEAKER: Do not use that word. Everything else is fine.

...(Interruptions)

HON. SPEAKER: Please take your seat.

...(Interruptions)

HON. SPEAKER: He is speaking competently.

...(Interruptions)

HON. SPEAKER: What is this? Please go back to your seat.

...(Interruptions)

* Not recorded.

HON. SPEAKER: What is happening?

...(Interruptions)

HON. SPEAKER: What is this?

...(Interruptions)

HON. SPEAKER: What is happening? Please take your seat.

...(Interruptions)

HON. SPEAKER: This is not the way.

...(Interruptions)

HON. SPEAKER: What is this happening?

...(Interruptions)

HON. SPEAKER: What is this behaviour? What is his name?

...(Interruptions)

HON. SPEAKER: You please go. You please go to your seat.

...(Interruptions)

HON. SPEAKER: You go to your seat. I will speak to him.

...(Interruptions)

HON. SPEAKER: Mr. Geete, you may speak.

...(Interruptions)

12.15 hrs

At this stage, Shri Jai Prakash Narayan Yadav, Shri Rajesh Ranjan, Shri M.I. Shanavas and some other hon. Members came and stood on the floor near the Table.

… (*Interruptions*)

HON. SPEAKER: Rajiv Ranjan Ji, everyone go to your seats.

...(Interruptions)

HON. SPEAKER: I will look into it, I have told him.

...(Interruptions)

HON. SPEAKER: This is not proper.

...(Interruptions)

SHRI ANANT GANGARAM GEETE: Madam Speaker, what I have said here. ...*(Interruptions)*

HON. SPEAKER: Geete Ji is speaking, only his words will be recorded.

(Interruptions)…[*]

[*] Not recorded.

SHRI ANANT GANGARAM GEETE: Madam Speaker, if there is any objection in this House* regarding this matter, then through you I would like to state that today is the holy month of Ramzan. ...*(Interruptions*) Untrue statements should not be brought before this House. ... *(Interruptions)* Madam Speaker, these are Members of the House, they are our Members of Parliament. ...*(Interruptions)* This is also a matter concerning the rights of the Members of the House. ...*(Interruptions*) It is the responsibility of the House and of you ...*(Interruptions)* to ensure that the rights of the Members of this House ...*(Interruptions)* are protected. ...*(Interruptions)*

12.16 hrs.

At this stage, S/Shri Asaduddin Owaisi, Dharmendra Yadav, Ms. Mehboba Mufti, S/Shri M.B. Rajesh, Bhagwant Mann and some other hon. Members came and stood on the floor near the Table.

SHRI ANANT GANGARAM GEETE: Madam Speaker, the Members who have been staying at Maharashtra Sadan since 17 July

* Not Recorded.

...(Interruptions) have been facing considerable inconvenience there. *...(Interruptions)* In this regard, all our Members had gone to meet the Resident Commissioner in order to bring the matter to his attention. *...(Interruptions)* However, unfortunately, the Resident Commissioner was not available. *...(Interruptions)* Whatever representations were made there *...(Interruptions)* are completely untrue. *...(Interruptions)* Today, this matter is being raised by the Congress *...(Interruptions)* under the leadership of Prime Minister Shri Narendra Modi *... (Interruptions)*

[English]

HON. SPEAKER: The House stands adjourned to meet again at 12.30 p.m.

12.17 hrs

The Lok Sabha then adjourned till Thirty Minutes past Twelve of the Clock.

_____

12.30 hrs.

The Lok Sabha re-assembled at Thirty Minutes past Twelve of the Clock.

(Hon. Speaker *in the Chair*)

… (*Interruptions*)

HON. SPEAKER: Shri Sudip Bandyopadhyay.

SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR): Madam, I would like to draw the attention of Shri Rajnath ji to a particular issue. The other issue will come up later but it is a very important issue. … (*Interruptions*) The 13 companies of CRPF are going to be withdrawn from tomorrow. … (*Interruptions*) This is the Circular which has been given to me just now. … (*Interruptions*) The other day, he told that in a federal structure decision would not be taken without discussing it with the Chief Minister. … (*Interruptions*) I would submit that these 13 companies of CRPF are going to be withdrawn from tomorrow only, and the other part is going to be withdrawn from 31st July. Will you kindly reassure the House or will you kindly tell us …. … (*Interruptions*)

[Translation]

SHRI RAJESH RANJAN (MADHEPURA): Madam Speaker, this is being done repeatedly. ...*(Interruptions)*

HON. SPEAKER: First, you should behave properly.

...*(Interruptions)*

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU) : I would like to request the members of the ruling party that whatever needs to be done will be done by the Government, otherwise other leaders will do it. ...*(Interruptions)* Shri Jyotiraditya Scindia Ji, please take your seat. ... *(Interruptions)*

SHRI RAJESH RANJAN (MADHEPURA): They make comments while sitting in the House. ...*(Interruptions)*

HON. SPEAKER: This is not the way.

...*(Interruptions)*

SHRI M. VENKAIAH NAIDU: Shri Pappu Yadav, you are also doing the same. ...*(Interruptions)* The issue that has been raised is a very sensitive matter. The incident that has been mentioned here, whether it actually occurred or not, is not known. Therefore, I request

you that ...*(Interruptions)* [English] Shri Jyotiradiya Ji, I am coming to that. I am also aware of the niceties and also the need for decency and decorum to be maintained in this House. I do not approve the conduct of one of my Members. The Member is going to apologize to the House, and after that we can proceed further. I would also make a request to the Hon. Speaker. …(*Interruptions*) [Translation] You please be seated. You have also stood up. ...*(Interruptions)*

HON. SPEAKER: In this way, this sequence will start. Please understand.

...(Interruptions)

[English]

SHRI M. VENKAIAH NAIDU: Let the Chair go through the motion, if it is given in writing as per the rules. Then, Madam, you can discuss it and then decide. Whatever the Chair decides, the Government will be willing to respond. In this particular case, I have already said that the Government does not approve the conduct of our Member today. It has become a habit for some of the Members to come to the Well of the House. I would request everyone that we should respect each other. In this particular case, as I told already, we are disapproving the conduct of the hon. Member, and the Member will offer an apology to the House. … (*Interruptions*)

[Translation]

HON. SPEAKER: If we don't raise this issue, then it will be good for everyone.

...(Interruptions)

[English]

SHRI M. VENKAIAH NAIDU: Shri Kharge ji, let us conclude this issue. … (*Interruptions*)

[Translation]

HON. SPEAKER: What do you want to say.

...(Interruptions)

[English]

SHRI MALLIKARJUN KHARGE (GULBARGA): Madam, if the hon. Minister could have given me a chance to speak before he made the point, I could have told something, and after that he could have replied. [Translation] I would like to say that regarding this incident that happened ...*(Interruptions)*

HON. SPEAKER: That incident is not to be discussed. I will not listen to any discussion of that incident.

...(Interruptions)

SHRI MALLIKARJUN KHARGE: Everyone is saddened by this. Secondly, he has expressed his regret for this, that is a different matter. ...*(Interruptions)* But I would like to make only one request to you, that you take action against the Member. Secondly, you should refer this matter to the Ethics Committee, so that no Member tries to display muscle power by making such comments. This is not proper. All of us should condemn this.

... (Interruptions)

HON. SPEAKER: Ramesh Bidhuri ji, please state your point in just one sentence.

... (Interruptions)

SHRI RAMESH BIDHURI (SOUTH DELHI): Madam Speaker, keeping in mind the dignity of the House, I did not make any remarks targeting any particular individual or the sentiments of any community. However, if the House and the Members have still felt so, then I express my regret for that. That is all.

[English]

HON. SPEAKER: Nothing will go on record.

(Interruptions)[*] ...

[*] Not recorded.

[Translation]

HON. SPEAKER: Then nothing can be done. You are not even allowing him to apologise.

...(Interruptions)

HON. SPEAKER: When he is apologising, you are not even allowing him to speak. Scindia ji, you are sensible, so please do not speak. It is not necessary for everyone to stand up. Will you not even allow him to complete his sentence? He is apologising.

...(Interruptions)

HON. SPEAKER: Ramesh ji, please state your point in just one sentence.

...(Interruptions)

SHRI RAMESH BIDHURI: All right. Since the House felt hurt, I express my regret for that.

[English]

SHRI SUDIP BANDYOPADHYAY: Hon. Home Minister, Rajnathji, I want to draw your attention on a very serious matter.

Madam, 10 days ago also, I raised this issue when Advaniji Venkaiahji and Sushmaji were also present in the House. In West

Bengal, 13 companies of CRPF are going to withdraw without giving any prior notice to the State Government, which is absolutely unwarranted at this moment.

West Bengal has become peaceful after a long battle with Maoists. Jangalmahal is there; Darjeeling international border is also there… (*Interruptions*)

The hon. Home Minister assured us that in a federal structure, such things cannot happen without consulting the Chief Minister. Now, just one hour back, a message has been received by me that five companies of CRPF are going to be withdrawn tomorrow and the other eight are going to be withdrawn on 31st July, 2014.

What I would remind the hon. Home Minister is that the assurance which he had given us just 10 days back, has not been implemented at all. I have been asked by the Chief Minister to communicate to you. So, I would request the Government to take an immediate decision and assure us that these companies of CRPF can be only withdrawn in consultation with the Chief Minister or the State Government concerned. Otherwise, there would be a very chaotic situation, which will emerge in the State of West Bengal.

I want a positive response from you, Mr. Home Minister, as you did it on the other day also. …(*Interruptions*)

HON. SPEAKER: The Hon. Minister has no prior information about this, therefore I will not say anything to him.

…(*Interruptions*)

SHRI SUDIP BANDOPADHYAY: Rajnath Singh ji, please say something. ...*(Interruptions)*

[English]

HON. SPEAKER: Now, Dr. Thambidurai.

DR. M. THAMBIDURAI (KARUR): Madam Speaker, since Monday onwards, I have been raising a very important issue.… (*Interruptions*)

HON. SPEAKER: You had not informed him in advance that you were going to raise this issue. If he wants to say, let him say. I am not objecting to it. Is it your subject to decide who should speak or not? Your matter is over, please take your seat.

…(Interruptions)

THE MINISTER OF HOME AFFAIRS (SHRI RAJNATH SINGH): Madam Speaker, I do not have any information about the notice that Hon. Member Shri Sudip Bandopadhyay has mentioned, so I would like to know what the actual situation is. ...*(Interruptions)*

[English]

DR. M. THAMBIDURAI: Madam, since Monday onwards I have been raising a very important issue regarding the former DMK Minister's involvement.

[Translation]

HON. SPEAKER: Shri Thambidurai Ji, I would like to tell you one thing too, the same issue cannot be raised every day. [English] It is not proper. You are doing it. No, I am sorry.

DR. M. THAMBIDURAI : No, I am telling you, Madam, today the newspapers carry news even on the involvement of former Prime Minister.

Yesterday I raised this issue but I am not satisfied. The Minister even replied. I am thankful to the Minister who had come forward to reply. But I am insisting on who the former DMK Ministers who are involved in this and a former Prime Minister also again involved in this. That is why, today the newspapers have published that the former Prime Minister's Office is involved in appointing the tainted judge, that is, Ashok Kumar. The Press has come out with this. Therefore, I want a reaction from the Government side. What action are they going to take to find out the truth? This is a very important issue. … (*Interruptions*) This is the matter raised.… (*Interruptions*) I am raising a serious issue. I have been raising it from Monday onwards.

… (*Interruptions*) Let the Government give some assurance. Let the Minister give some assurance whether they will look into this matter and find out what has happened. That is what I am interested. …(*Interruptions*)

[Translation]

HON. SPEAKER: Shri Saugata Roy Ji is associating with this issue.

[English]

DR. M. THAMBIDURAI : The Press has written that the former Prime Minister is involved in this and the former Law Minister is also involved in the appointment of tainted judges in the Madras High Court. That is what I am raising.… (*Interruptions*)

HON. SPEAKER: You have raised it.

… (*Interruptions*)

DR. M. THAMBIDURAI: You have shown the newspaper. I am also showing the newspaper.… (*Interruptions*)

HON. SPEAKER: No, please. I am not allowing him. Please go to your seat. This doesn't happen often. Please go to your seat.

… (*Interruptions*)

[Translation]

HON. SPEAKER: Please understand one thing. Whatever issues you wish to raise pertain to incidents that have occurred somewhere else. For this, I do not even have any proper notice before me.

… (*Interruptions*)

HON. SPEAKER: He informed me at ten o'clock in the morning that they wanted to raise some issues, and I permitted it. After that, whatever has happened, Shri Geete ji has said something, which you did not hear.

… (*Interruptions*)

HON. SPEAKER: But this is not a matter for discussion. I am sorry. This is not how it is done.

… (*Interruptions*)

[English]

SHRI MALLIKARJUN KHARGE : We are walking out.… (*Interruptions*)

12.44 hrs

At this stage, Shri Mallikarjun Kharge, Shri Jai Prakash Narayan Yadav, Shri P. Karunakaran, Shri Tariq Anwar and some other hon. Members left the House.

THE MINISTER OF OF EXTERNAL AFFAIRS AND MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRIMATI SUSHMA SWARAJ): Madam Speaker, the Hon. Members wanted to seek information about BRICS. I would request Kharge ji that they should return to the House. Thereafter, I am going to provide information about BRICS, particularly regarding the recent visit undertaken by the Hon. Prime Minister. You have staged a walkout; now you may please return, because I am going to give information about BRICS. Kharge ji, kindly return to the House along with all the Members and colleagues. I am going to give information about the Hon. Prime Minister's BRICS visit. Please return now.

[English]

SHRI M. VENKAIAH NAIDU: Madam Speaker, while walking out, they made certain unsavory remarks against the Government. The Government is nowhere involved in this incident at all. Nobody knows as to whether the incident is true or not. There has to be a proper inquiry. Then only the truth will come out. Let us not unnecessarily send wrong message to the country. It should not be allowed to raise passions also. My humble request is, let us find out the truth and then we can talk about it. The Government is nowhere involved in this.

[*]**SHRI S.S.AHLUWALIA (DARJEELING) :** Respected Speaker Madam, I have been elected as the representative of Darjeeling district of North Bengal. Of late, people of that region are dying of encephalitis in large numbers. In Darjeeling, Siliguri, Jalpaiguri, Cooch Behar, Malda, North Dinajpur and South Dinajpur areas, hundreds of people are admitted in the North Bengal Medical College and are suffering from this deadly disease. The Health Director of the state has said that people might be dying of Japanese Encephalitis but he is unsure of the reasons of such large number of deaths. People do not know about the source of this disease; whether it has come from Japan or Bangladesh is not clear; whether litchis are causing it or not is also not an issue. The issue is the young and old are losing their precious lives; families are being ruined. No action is being taken by the Government of West Bengal in this regard. Through you madam I would like to request the Government and Hon. Minister that a high-powered team of doctors should be constituted and sent to the state to look into the matter. Madam, I request the Central Government with folded hands to immediately send a special medical team to North Bengal. Hundreds of people are yet to be admitted in the hospitals but

[*] English translation of the Speech originally delivered in Bengali.

beds are not available. No one is there to take care of these hapless patients. So necessary steps should be taken by the Government without any further delay.

I thank you for allowing me to raise this matter in this august House.

HON. SPEAKER: Shri Naba Kumar Sarnia and Dr. Kirit Somaiya are allowed to associate with the matter raised by Shri S.S. Ahluwalia.

SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR): Madam, I am supporting the demand of Shri Ahluwalia ji. Actually, the fact is that the Japanese Encephalitis has been invading a large part of the West Bengal. It has virtually assumed an epidemic proportion, much to the consternation of the people of the State of West Bengal. It has taken a toll of more than 150 people. A number of people, who have been infected, are not having the requisite access to medical treatment. They are waiting for their own demise.

In this very grave situation, the reality is that the medical facilities that are available there are not adequate enough to deal with the situation. So, I would urge upon the Minister of Health to take stock of the situation and send a medical team to assess the gravity of the situation and take measures as immediately as possible. I also seek a statement from Dr. Harsh Vardhan, hon. Minister of Health on this issue. It has already created an uproar and the State Government is totally apathetic indifferent to the situation. They do not have the requisite wherewithal to deal with this issue. … (*Interruptions*)

[Translation]

HON. SPEAKER: Sultan Ahmed ji, do you wish to speak on the same issue? Please associate yourself. You may speak for one minute.

...(Interruptions)

SHRI SULTAN AHMED (ULUBERIA): Madam Speaker, the matter relating to encephalitis that has arisen is being taken seriously by the Government of West Bengal. In West Bengal, the Health Ministry is directly under the charge of Chief Minister Mamata Banerjee ji, and she has taken this matter seriously. Such diseases occur during this season, just as we see dengue, malaria and similar ailments. Encephalitis is also one such disease. The Government of West Bengal is serious. Those who are making such allegations have an old habit of levelling accusations of this nature after losing.

HON. SPEAKER: Do you wish to associate yourself with the same issue? Please speak within one minute.

SHRI JAGDAMBIKA PAL (DOMARIYAGANJ): Madam Speaker, this House has already discussed encephalitis and Acute Encephalitis Syndrome, for which there is currently no cure anywhere in the world. I have also given a notice in this regard. Our Hon. Member from West Bengal, Shri Ahluwalia ji, raised this issue; however, this disease first originated in eastern Uttar Pradesh. Even today, several hundred children are admitted to Gorakhpur Medical College, and every day five to six children are dying. As of now, there is no treatment available for this disease. I wish that research be undertaken on Acute Encephalitis Syndrome so that a medicine may

be developed, and timely immunisation should also be ensured for the prevention of this disease. Due to the lack of vaccination, thousands of children in eastern Uttar Pradesh have been affected, and this disease is now spreading to other States as well. I believe that the Government has taken this matter seriously, but it would be appropriate if the Health Minister responds on this issue.

HON. SPEAKER: Now, Shrimati Sushma Swaraj to make a Statement.

… (*Interruptions*)

SHRI M. VENKAIAH NAIDU: Madam, before the hon. Minister makes a Statement, I would like to inform the hon. House that on earlier occasions whenever the Prime Minister attended the BRICS Summit, at least on 4 or 5 occasions there was no occasion for the Prime Minister to make a Statement in the House. I have the records with me, which state that even in 2010, when that Conference was held, subsequently, the Minister of External Affairs has made a Statement.

Yesterday, the Leader of the Congress Party has made certain comments about the Prime Minister that he is absent from the Budget Session and all. The Prime Minister had gone for an international Conference, and he has brought name and fame for the country and he is back successfully. We all know what exactly has happened there. If anybody has got to ask anything further to it, then they can discuss it appropriately at an appropriate time. But, my suggestion is that we should not come to the conclusion.

Madam, there is another important thing. As the Parliamentary Affairs Minister, it is my duty to bring to the notice that another

Member yesterday made an uncharitable comment saying that it is very discourteous and we do not know where to stand and speak in this House as the Division Numbers have not been given. He said that : “The so-called great and efficient Government has not managed to give us Division Number.” The Members should know what is the Rule position; what is the procedure; and without knowing that you should not criticize the Government. It is the domain of the Speaker, and nobody can question the Speaker in this House. We should understand it. Mr. Pinaki Misra had made this comment, and I want to put the record straight. Otherwise, I have no intention of even joining issue with him. As Parliamentary Affairs Minister, I must make Members also to be aware of the Rules.

As far as Shri Kharge’s issue is concerned, the Government is coming forward to make a Statement on the BRICS Summit, and the Minister of External Affairs will make the Statement.

[Translation]

HON. SPEAKER: With regard to what the Hon. Minister Shri Venkaiah ji has just stated, everyone should be aware that the seating arrangement for Members, including the allotment of division numbers, has been prepared in detail by the Speaker’s Office and circulated to all political parties. Some parties have given certain

suggestions on this, due to which division numbers could not yet be allotted to the Members. I believe that even the party whose Member raised this issue has also given some suggestions in this regard. We have provided division numbers to all parties in their respective manner through the Speaker's Office. Therefore, some delay is taking place. We need to understand what the rules are. Along with this, I observed yesterday that certain remarks were made while referring to so-called nomadic types. I would like to explain that many times it appears that tribal communities live according to their own rules wherever they reside. It is not that anyone is misguided. Therefore, while speaking or making comments about anyone, we should bring a little thoughtfulness into our speeches so that the sentiments of anyone are not hurt. Hence, there is no such issue. First ask, understand, and then speak. This much I would like to say to the Members.

SHRI MALLIKARJUN KHARGE (GULBARGA): Madam Speaker, we have great respect for the Hon. Minister of External Affairs. She always conducts debates well and convinces the House; there is no doubt about that. She speaks very refined and grammatically correct Hindi, and her English is equally good. We have no complaint or objection against her. However, the question we

raised yesterday was that when the Hon. Prime Minister attended the BRICS meeting, he could have taken her along. Perhaps he did not take her, and for what reason he did not do so is a different matter.

HON. SPEAKER: It is not appropriate to comment like this.

SHRI MALLIKARJUN KHARGE: Usually, based on what we have seen so far, this is what we were saying. We stated that what happened at the BRICS meeting, on which issues agreement was reached and on which it was not, the Hon. Prime Minister knows these details. Therefore, he could have given first-hand information to the House. That is why we said that he should come to the House and make a statement on this. He came this morning and then left. ...*(Interruptions)* If we have to go out, we will go out, and if we have to come inside, we will come inside. When you were in the Opposition, you also did the same. Please do not say all those things that we have seen.

My only request is that the Hon. Prime Minister should come here and make his statement. Whom he met there and on which matters agreement was reached, if he informs the House about these, I believe it would be appropriate. Therefore, this is our demand. We have no objection with regard to the Hon. Minister of External Affairs, her capability, or what she is stating. It has always been the practice

that whenever the Hon. Prime Minister goes abroad, he makes a statement. At least for once, we would like to hear a statement directly from the Hon. Prime Minister himself. He should come here and make at least one speech in this House.

SHRIMATI SUSHMA SWARAJ: Hon. Speaker, before I read out my statement on the BRICS Summit, I would like to respond to the objections raised by the respected Kharge ji. First of all, Hon. Kharge ji, I would like to inform you that this was the sixth BRICS Summit. Prior to this, five BRICS Summits had already taken place, and in all five Summits, Prime Minister Dr. Manmohan Singh attended. You stated that the Hon. Prime Minister could have taken me along, and the implication was that perhaps for some reason he did not do so. I would like to inform you that in all five previous BRICS Summits, Prime Minister Dr. Manmohan Singh never took his Minister of External Affairs along. I would also like to mention that one BRICS Summit was held in Delhi itself, and even at that Delhi Summit, the Minister of External Affairs did not accompany him. Therefore, the negative implication as to why I was not taken along is misplaced. I would like to clarify that in India, the Prime Minister does not take the Minister of External Affairs along to the BRICS Summit. However, this time, had the Session of Parliament not been in progress, I would

have accompanied him. But since the Session of Parliament was underway, it would not have been appropriate for both of us to be away. Therefore, the Hon. Prime Minister went by himself.

Secondly, you said that the Hon. Prime Minister should have spoken himself and given the statement. Out of the five occasions, not even once did Dr. Manmohan Singh speak in the House after a BRICS Summit. Through you, Hon. Speaker Sir, I would like to inform the House that the Summit was held in 2013 and also in 2012. Only once, in 2010, did the Minister of External Affairs speak, and that too because along with BRICS, there was also an IBSA meeting and a Nuclear Security Treaty. Combining all these three matters, the Minister of External Affairs spoke only once. Otherwise, neither did the Minister of External Affairs ever give a statement in the House on the BRICS Summit, nor did the Prime Minister ever give any statement. This has been the established practice. What you are saying, that he should speak at least once in his own voice, I would like to remind you that after the President's Address, what a fine speech the Hon. Prime Minister delivered in this House. Did you not hear it? And if you were feeling distressed because you had not seen him, even that distress has been removed today, as the Hon. Prime Minister came and sat in the House during Question Hour. So, the

Hon. Prime Minister has also given darshan, and your sense of separation has also been alleviated. As far as your demand to hear him speak is concerned, he has already come to this House and delivered a speech, a very detailed and excellent speech. Therefore, I would like to say that it has not been the tradition in this House to make a statement after the BRICS Summit, but I am making one. ...*(Interruptions)*

SHRI MALLIKARJUN KHARGE: You keep saying that we did not do this and did not do that. Whatever we were doing earlier, you are doing the same now. Therefore, there is no difference. ...*(Interruptions)*

[English]

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Are you following the UPA Government? Please tell us whether you are following the UPA Government. … (*Interruptions*)

SHRI K.C. VENUGOPAL (ALAPPUZHA): That is the prerogative of the Prime Minister.

[Translation]

SHRI MALLIKARJUN KHARGE: I know, she is capable, she will speak and I know she will convince all of us. She is always an expert

at convincing; we know that. However, when Shri Atal Bihari Vajpayee ji was the Prime Minister, he used to sit in the House even during Question Hour. It was not a matter of merely coming to the House for a fleeting appearance and then leaving, as though his presence alone were sufficient.

SHRI MULAYAM SINGH YADAV (AZAMGARH): If they committed a mistake, will you also commit a mistake? What kind of argument is this?

SHRIMATI SUSHMA SWARAJ: We are not committing any mistake. We are responding.

13.00 hrs.

As you have stated that I convince the House, I would like to clarify that I convince on the basis of facts. I do not convince by making irrelevant statements. I have placed the facts before you that there has never been such a tradition. However, we are now initiating a new tradition, and I am reading out this statement.

13.0 ½ hrs.

STATEMENTS BY MINISTERS….Contd.

(ii) Hon. Prime Minister's visit to Brazil to attend BRICS Summit

THE MINISTER OF EXTERNAL AFFAIRS AND THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRIMATI SUSHMA SWARAJ): I would like to inform this Hon. House about the visit of the Hon. Prime Minister to Brazil in connection with the Sixth BRICS Summit held on 15-16 July, 2014. At the outset, I would like to congratulate the President of Brazil, Ms Dilma Rousseff, and the people of Brazil for hosting a splendid BRICS Summit, and I would like to thank them for the warm welcome extended to the Hon. Prime Minister. It is particularly commendable that Brazil successfully organised this Summit immediately after fulfilling the enormous responsibility of hosting the FIFA World Cup. President Rousseff also convened a meeting of the BRICS leaders along with eleven leaders from South America.

In the short history of BRICS, the Sixth Summit is a significant milestone. As a result of this Summit, agreement was reached on the establishment of the New Development Bank, which will be located in Shanghai. Agreement was also reached on the Contingent Reserve Arrangement. The conclusion of these agreements constitutes a particularly important achievement for the BRICS countries as well as for the developing world.

The initiative taken for this Bank, which was announced at the BRICS Summit held in New Delhi in March 2012, reflects India's vision for an international development bank. The name of this Bank will be "The New Development Bank", a proposal that was made by us. As the name suggests, this Bank will establish new paradigms for inclusive development, sustainable progress and economic stability, based on the experiences and challenges of developing countries. Since India will have the first presidency of this Bank for a period of five years, this will provide us with an opportunity to play a leading role in shaping the structure and character of this institution. We are also pleased that the Group has accepted India's democratic vision of equal shareholding for all BRICS members. The New Development Bank will not only offer an additional long-term source of development financing for the member countries, but will also convey

a sense of hope and enthusiasm across the developing world. This was clearly evident from the unanimous and enthusiastic support extended to this initiative by the South American leaders in Brasilia.

The "Contingent Reserve Arrangement", which I referred to earlier, will serve as an additional instrument to help address sudden external pressures on the Rupee, and it will be particularly helpful at a time when there is a continuing risk of volatility in the international financial markets.

Madam Speaker, the Hon. Prime Minister also made it clear that India fully supports a free, efficient and rules-based global trading system under the World Trade Organization (WTO). At the same time, we also expect that this system will address the special needs of developing countries and the poor, particularly their aspirations in the area of food security, on which we remain firm. The Hon. Prime Minister further emphasised that the post-2014 development agenda of the United Nations must necessarily focus on the eradication of poverty. He underscored the urgent necessity and importance of reforms in global governance institutions, including the United Nations Security Council.

The Hon. Prime Minister also made several new proposals to strengthen intra-BRICS cooperation in areas such as online education,

affordable healthcare platforms, a virtual BRICS university, small and medium enterprises, tourism, youth exchanges among member countries, and science and technology. These are areas which not only align with our priorities, but will also significantly expand opportunities for us across BRICS countries as well as the developing world.

The Hon. Prime Minister held wide-ranging discussions on security challenges, on which there is broad convergence among the BRICS countries. He laid particular emphasis on the need for strong international unity and cooperation in combating terrorism, so as to bring an end to the prevailing instability in Afghanistan and West Asia. We reaffirmed our commitment to finding a comprehensive, just and lasting solution to the Arab-Israeli conflict on the basis of universally accepted international legal frameworks, including relevant United Nations resolutions, the Madrid Principles and the Arab Peace Initiative. We believe that a resolution of the Israel-Palestine conflict is a fundamental component in achieving lasting peace in the Middle East. In this regard, the full text of the Joint Statement issued at Fortaleza has already been made public.

Madam Speaker, the Sixth Summit underscored the relevance and role of BRICS as an important additional instrument for

promoting global economic growth and stability, economic development in resource-constrained countries, and international peace. In view of the political turmoil, economic slowdown and the prevailing uncertainty across the world, an even greater responsibility rests on BRICS to strengthen collective international efforts to address these challenges.

As reflected in the outcomes of the Sixth Summit, the BRICS countries possess the capacity to take major decisions promptly, which will encourage us to set even more ambitious goals for the future.

Madam Speaker, for an Indian Prime Minister, the opportunity to meet eleven leaders from South America together is a rare one. The Hon. Prime Minister was deeply moved by the warmth, affection and appreciation shown towards India. Our aspirations are shared, and the challenges before us are also common. South America has made commendable progress in recent times. We view this continent as one full of immense potential for India and as an important pillar of the global economy. Through stronger mutual engagement, we can derive substantial benefits. We seek to deepen and expand our engagement with South America. South America has not received the attention it truly deserves in the past.

Madam Speaker, the Hon. Prime Minister also had the opportunity, for the first time, to meet personally with the leaders of India's important international partner countries and to outline the Government's vision and the priorities of our engagement.

The Hon. Prime Minister informed the President of China, Mr. Xi Jinping, that India and China have immense opportunities not only to work together for each other's development, but also to contribute jointly to peace, stability and progress in Asia and the world. He also emphasised that enhanced people-to-people contact between the two ancient civilisations could significantly strengthen our relations. He stressed the importance of mutual trust and confidence in realising the full potential of bilateral relations, as well as the need to maintain peace and tranquillity in our shared neighbourhood and along the border, and to respect each other's interests and concerns.

President Xi Jinping agreed with our view that the right environment must be created in order to fully realise the true potential of bilateral relations, and that greater interaction and engagement between the two countries should be promoted. President Xi Jinping stated that he was keen to undertake his proposed visit to India during the course of this year. He also extended an invitation to the Hon.

Prime Minister to visit China. The Hon. Prime Minister expressed his intention to visit China at an early and mutually convenient time.

In his meeting with President Putin, the Hon. Prime Minister conveyed his heartfelt appreciation to Russia for its long-standing friendship and for its extensive bilateral and international cooperation in support of India's economic development and security. He reaffirmed that relations with Russia would continue to receive the same priority that they have always enjoyed in India's foreign policy. He also reiterated his intention to further deepen and expand the strategic partnership. President Putin will visit New Delhi later this year for the annual Summit. It is expected that in the coming years we will be able to use this opportunity to prepare a forward-looking road map for our relations.

Similarly, the Hon. Prime Minister had a warm and productive meeting with the President of South Africa, Mr Jacob Zuma, during which both sides committed themselves to working together to further deepen bilateral cooperation and international partnership. He invited South Africa to participate in the proposed commemorative events to be held in January 2015 to mark one hundred years since Mahatma Gandhi's return from South Africa.

Brazil is an important global partner of India. We believe that our cooperation with Brazil has been limited not by distance, but by the scope of our thinking and efforts. The Hon. Prime Minister and President Rousseff agreed that there exists unique potential for bilateral cooperation as well as cooperation on international platforms between the two countries. We are keen to impart greater momentum to the steadily expanding relationship between our two nations.

Madam Speaker, the Hon. Prime Minister was highly satisfied with the outcomes of the BRICS Summit and his meetings not only with the BRICS partner countries but also with South American leaders. In the emerging global scenario, it is imperative for India to remain proactively and extensively engaged in order to advance our national development and security, while also fulfilling our international responsibilities in the construction of a peaceful and prosperous world. We will continue to pay special attention to our neighbourhood, from West Asia to East Asia. Even within this short period of its tenure, our Government has adopted this policy in an active and decisive manner.

(Placed in Library, See No. LT 297/16/14)

[English]

HON. SPEAKER: The House stands adjourned to meet again at 2.10 p.m.

13.11 hrs

The Lok Sabha then adjourned for Lunch till Ten Minutes past Fourteen of the Clock.

_____

14.10 hrs.

The Lok Sabha re-assembled after Lunch at Ten Minutes past Fourteen of the Clock.

(Prof. K.V. Thomas *in the Chair*)

MATTERS UNDER RULE 377 - LAID*

HON. CHAIRPERSON: Hon. Members, the Matters under Rule 377 shall be laid on the Table of the House. Hon. Members, who have been permitted to raise Matters under Rule 377 today and are desirous of laying them, may personally hand over slips at the Table of the House immediately. Only those matters shall be treated as laid for which slips have been received at the Table within the stipulated time. The rest will be treated as lapsed.

… (*Interruptions*)

* Treated as laid on the Table.

(i) Need to include certain castes in the list of Scheduled Castes/Scheduled tribes of Uttar Pradesh and provide all facilities to them

SHRI CHHOTELAL (ROBERTSGANJ): In Uttar Pradesh, in thirteen districts in 2003, communities such as Kharwar, Chiro, Manjhi and Gond, among approximately ten castes, were included in the Scheduled Tribes category from the Scheduled Castes.

However, due to the non-availability of reservation for these tribal communities in Panchayat elections, they have so far been deprived of the opportunity to contest elections.

At the same time, in those districts, tribal students have been deprived of appearing in examinations at higher educational institutions because the Uttar Pradesh Government has stopped fee concessions up to the B.A. and B.Ed. levels. All development works relating to the Scheduled Tribes have come to a standstill. Caste certificates for communities such as Kharwar, Chiro, Manjhi and Baiga-Gond are not being issued by the Uttar Pradesh Government and its officials.

My Lok Sabha Parliamentary Constituency No. 80, Robertsganj, falls in Sonbhadra district. One Assembly Constituency of this Lok Sabha Parliamentary Constituency, namely Chakia, falls in Chandauli district. Within the same Lok Sabha Parliamentary Constituency, people of the same community are categorised as Scheduled Castes in one area and Scheduled Tribes in another, which is not appropriate.

I demand from the Union Government that the above-mentioned communities be placed under a single category throughout Uttar Pradesh and that 7.5 percent reservation be provided in employment and representation to uplift Dalit tribal communities. Directions should also be issued to the Uttar Pradesh Government to ensure the release of withheld fees for tribal students in higher education and to provide reservation in elections to Gram Panchayats, Legislative Assemblies, Lok Sabha, Municipal bodies and other elected institutions.

(ii) Need to check the quality of work done by the contractor of National Highway no. 33 between Ranchi and Barhagarh and to complete the four laning work within one year

SHRI RAM TAHAL CHOUDHARY (RANCHI): I would like to draw the attention of the Government to the deplorable condition of National Highway Number 33. This National Highway serves as a major link connecting several States, notably West Bengal and Odisha. On the Ranchi-Baharagora stretch of this National Highway, there is heavy movement of large vehicles and traffic. While a four-lane road is being constructed on the Baharagora to Ranchi stretch of the National Highway, I regret to inform the House that the work is progressing at a very slow pace.

I would like to request the Government to conduct a quality inspection of the four-laning work being undertaken between Ranchi and Baharagora on National Highway Number 33, and in the larger public interest, to take immediate corrective action and ensure that the four-lane work on the said stretch is completed within one year.

(iii) Need to raise the height and strengthening of embankments on Sikrahna Budhi Gandak river, and other embankments of Budhi Gandak river covering East Champarana, West Champaran and Muzzafarpur districts of Bihar

SHRIMATI RAMA DEVI (SHEOHAR): In my Parliamentary Constituency of Sheohar, the condition of the embankments along the Sikrahna-Burhi Gandak river in East Champaran district is extremely dilapidated, due to which the embankments at Madhuban, Chiraiya, Dhaka and Pakridayal have reached a dangerous state. Despite the Flood Control Commission of the Ganga being aware of this situation, no appropriate action has been taken so far. The pitiable condition of these embankments clearly indicates that no work relating to their raising and strengthening has been undertaken for several years. As a result, during the rainy season, the flow of water from rivers originating in Nepal causes flood situations in the Sikrahna river every year, leading to the destruction of crops over lakhs of hectares and devastation of a large population. If the work of raising and strengthening the left and right embankments, extending over a length of 143 kilometres, of the Sikrahna-Burhi Gandak river covering areas such as Chanpatia, Sugauli, Lalbageya, Chiraiya, Dhaka, Madhuban,

Pakridayal, Kateya, Semra and Motipur in West Champaran and Muzaffarpur districts is undertaken, irrigation facilities can be provided to lakhs of hectares of agricultural land. This would significantly enhance the agricultural production capacity of West Champaran, East Champaran and Muzaffarpur districts, and would also provide relief to a large population from the devastation caused by floods.

I would like to request the Government to expedite the work of raising and strengthening the above-mentioned embankments in the larger public interest.

(iv) Need to permit continuation of traditional cultivation of opium and provide new licence for morphine and poppy seeds as per demand

SHRI SUDHEER GUPTA (MANDSOUR): In India, opium cultivation is regulated under the Opium Act of 1857 and is carried out as a legal activity. In the year 2009-10, 60,687 licensed farmers were engaged in its cultivation over an area of 23,425 hectares, whereas in 2012-13, only 46,821 farmers were cultivating opium over merely 5,859 hectares. Opium cultivation yields three products.

(a) Opium, which is useful in the manufacture of life-saving medicines.

(b) Doda chura (poppy husk), which is notorious for mild intoxicating use.

(c) Khuskhus (poppy seeds), which is a preferred ingredient in Indian cuisine.

Due to incorrect policies of the Government, the co-product of opium, namely poppy seeds, is being compulsorily imported from foreign countries. For the opium policy to be announced prior to

September 2014, I would like to place the following suggestions before the Government, all of which are implementable:

1. Traditional cultivation should be continued so that alkaloid factories remain operational.

2. Using modern technology, licences should be issued in accordance with global demand to enable direct extraction of morphine.

3. Licences should be issued exclusively for the production of poppy seeds as per demand, and the remaining products should be destroyed.

4. The eligibility criteria for granting licences to farmers should be relaxed by reducing the average yield requirement.

(v)Need to allocate funds for laying of Sitapur-Behraich new railway line in Uttar Pradesh

SHRI RAJESH VERMA (SITAPUR): In my Parliamentary Constituency of Sitapur in Uttar Pradesh, the survey for the new Sitapur-Bahraich railway line had been conducted earlier and approval had also been accorded. However, no funds have been allocated so far for the said railway line. I would like to request the Government to kindly allocate funds for this railway line.

(vi) Need to set up Kendriya Vidyalaya in Janjgir-Champa Parliamentary Constituency, Chhattisgarh

SHRIMATI KAMLA PATLE (JANJGIR-CHAMPA): Since no Kendriya Vidyalaya has been established in my Parliamentary Constituency, under the special relaxation provided in Government schemes, recommendations have to be made for the admission of children to Kendriya Vidyalayas located in neighbouring Parliamentary Constituencies. I would like to request the Government to establish a Kendriya Vidyalaya in my Parliamentary Constituency of Janjgir-Champa in order to provide quality education.

(vii) Need to construct new bridges by formulating a new Prime Minister Rural Bridge Scheme on the lines of Pradhan Mantri Gramin Sadak Yojana

SHRI SATISH CHANDRA DUBEY (VALMIKI NAGAR): Under the Department of Rural Development's Pradhan Mantri Gramin Sadak Yojana, several schemes are being implemented in my Parliamentary Constituency of Valmiki Nagar in Bihar. Being a hilly region, there are numerous rivers in our area. Due to the absence of bridges, the general public gets disconnected during the rainy season, sometimes from the Panchayat headquarters and at other times from the Sub-Divisional headquarters, causing considerable hardship to the people.

Therefore, I would like to request the Hon. Minister that, on the lines of the Pradhan Mantri Gramin Sadak Yojana, a Pradhan Mantri Rural Bridge Scheme be formulated, under which bridges may be constructed at various locations so as to provide proper connectivity and transport facilities to the rural population.

(viii) Need to release full quantity of water in accordance with the Yamuna river 1994 water agreement to Bharatpur district of Rajasthan

SHRI BAHADUR SINGH KOLI (BHARATPUR): I would like to draw the attention of the Union Government to the issue of ensuring the supply of water due to Bharatpur (Rajasthan) from the allocation of 1,281 cusecs under the Yamuna Water Agreement dated 12 May, 1994, entered into between the Governments of Haryana, Rajasthan, Uttar Pradesh and Himachal Pradesh.

In this regard, it was agreed under the Yamuna Water Agreement of 12 May, 1994 that Bharatpur (Rajasthan) would receive 500 cusecs of water, out of which 258 cusecs were to be supplied to Kaman and Pahari, and 242 cusecs to Deeg and Bharatpur. This water was to be supplied through Gurgaon Canal Channel No. 36, which enters Rajasthan. However, at present, Bharatpur is receiving only 40 to 60 cusecs of water, as a result of which farmers are facing severe difficulties.

Therefore, I, would like to request the Union Government to kindly ensure that the full quantity of water allocated to Bharatpur is made available at the earliest.

(ix) Need to restore the stoppage of various trains at Mukeyria and Dasuwa in Hoshiyarpur Parliamentary Constituency, Punjab

SHRI VIJAY SAMPLA (HOSHIARPUR): In my Parliamentary Constituency of Hoshiarpur in Punjab, the stoppage of several daily Mail and Express trains at Mukerian and Dasuya railway stations has been discontinued, due to which the residents of these areas and the surrounding regions are facing severe difficulties. They frequently have to travel to nearby and distant cities for their livelihood and other purposes. Since rail travel is a convenient and economical mode of transport, it is used by the majority of the people. Therefore, through this House, I would like to urge that the stoppages of those trains which have been discontinued at Mukerian and Dasuya railway stations be restored as earlier, so that the local population may travel conveniently to their destinations while also saving time.

(x) Need to set up Kendriya Vidyalaya in Jalaun-Garota Bhognipur in Uttar Pradesh

SHRI BHANU PRATAP SINGH VERMA (JALAUN): There is not a single Kendriya Vidyalaya in my Parliamentary Constituency of Jalaun-Garotha-Bhognipur in Uttar Pradesh. In my district of Jalaun, particularly in the Madhogarh Tehsil, and in several villages of Chauhani in Savan Kheda Block of Kanpur Dehat district, there is a large number of Army personnel, whose children stay with their parents.

As a result, they are unable to educate their children in Kendriya Vidyalayas. Even as a Member of Parliament, I am unable to extend the benefit of any special quota to my constituents.

Therefore, I would like to request that a Kendriya Vidyalaya be established in my Parliamentary Constituency of Jalaun-Garotha-Bhognipur, Uttar Pradesh, so that Central Government employees and Army personnel may be able to provide quality education to their children within my Lok Sabha Parliamentary Constituency itself.

(xi)Need to introduce a bill to present racial discrimination against the people of North East region and to include subject matter of North East in the text books to raise awareness about the culture of North East

[English]

SHRI NINONG ERING (ARUNACHAL EAST): Racial prejudice against people from the north-east is most acutely felt at the institutional level where their nationality is also questioned. The M. P. Bezbaruah committee which was constituted following the killing of Nido Tania has recently submitted its report. The report details are needed to be discussed in the house. I have learnt from the reports in various media outlets that the committee has suggested for amendment in Indian Penal Code and introduction of anti-racial law.

I seek your personal intervention to bring the report for discussion in the house relating to recommendations made by the committee and urge the government to introduce required bill for the purpose of prevention of racial discrimination. I would like to refer the case of Late Nido Tania and Late Akha Salouni and others on this issue.

Secondly, I urge you to take steps like inclusion of subject matter on North-East region in the text books. It is necessary to increase the awareness about North East so as to discourage the stereotypes and prejudices.

(xii) Need to provide railway facilities in Kishanganj district, Bihar

SHRI MOHD. ASRARUL HAQUE (KISHANGANJ): I would like to draw the attention of the Government to Kishanganj district in Bihar, which has emerged as a major educational centre. Thousands of students and members of the general public regularly travel to and from this district. Therefore, it is necessary that the following rail-related facilities be provided here:

1. The pit line has already been inaugurated; it should be made operational at the earliest.

2. The Galgalia-Araria railway line project should be completed expeditiously.

3. The new Jalalgarh railway line should be approved at the earliest.

4. Stoppages should be provided at Thakurganj for Train Nos. 13245/13246 Capital Express, 14083/14084 Mahananda Express and 13149/13150 Kanchankanya Express.

5. The frequency of Train Nos. 5646/5648 Dadar-Guwahati Express should be increased.

6. Stoppages should be provided at Kishanganj for Train Nos. 15933/15934 Dibrugarh-Amritsar Express, 15667/15668 Kamakhya-Gandhidham Express, 12363/12364 Kolkata-Haldibari Superfast Express, 12407/12408 N.J.P.-Amritsar Karmabhoomi Express and 15611/15612 Kamakhya-Mumbai LTT Karmabhoomi Express.

7. The halts at Pothia, Tayyabpur and Pipri Sthan should be upgraded to full-fledged railway stations.

(xiii) Need to accord approval for night-landing facilities at Tuticorin Airport in Tamil Nadu

[English]

SHRI J.J.T. NATTERJEE (THOOTHUKUDI): Tuticorin Airport has been waiting for night landing facility for Aircraft since long. The infrastructure for landing of flights during night is available but approval to operate the facility is yet to be made.

The airport is deprived of the facility even after years of its inauguration. Once this facility is available, aircraft operators would be approached to introduce one more flight service during night hours on a daily basis. At present, two smaller flights are being operated from the Tuticorin airport daily. As per AAI report lighting equipment is available at the airport but it has not been installed, since the approval to operate the facility has not been accorded.

AAI had conducted a survey and made the necessary arrangements to provide the basic requirement. It is said that 1086 feet high Vallanadu Hills might be causing some obstruction to

navigation, so that the matter was taken up with the Department of forests.

I, therefore, urge upon the union government to take necessary steps to expedite installation of this facility for Aircraft to land during night at Tuticorin Airport. After Installation and operation of this facility, no doubt, this route would generate more revenue.

(xiv)Need to provide compensation to the kin of the persons died due to lightning while working under MGNREGA in Shyampur, district Howrah, West Bengal

SHRI SULTAN AHMED (ULUBERIA): I would like to raise a pathetic incident occurred in my parliamentary Constituency on l0th July 2014 about 11 a.m. Nine MNREGA workers died after being strucked by Lightning while working. . The incident happened at Kolia Village under Baluchaturi Gram Panchayat of Shyampur in Howrah district of West Bengal. Workers were engaged under MNREGA for the development of a *Samsan*. After the incident they were taken to Uluberia Hospital where nine persons were declared dead and five persons were under treatment. All of them hail from very needy family and the deceased persons were the only earning members of their family. Government of West Bengal has announced a compensation of Rs 2 Lakh to the kin of the each deceased person.

I urge upon the Government of India that since the work was under Central Scheme MNREGA and workers died while working, Govt. of India Should provide compensation to the kin of each family of the worker who died and injured in Shyampur, District Howrah, West Bengal.

(xv) Need for revival of Massanjore dam in West Bengal and Jharkhand and also to clean the rivers flowing through Birbhum Parliamentary Constituency in the State

SHRIMATI SATABDI ROY (BIRBHUM): In the year 1956 Massanjore Dam, known as Kanada Dam was constructed over Mayurakshi river with the endeavors of Late Dr. Bidhan Chandra Roy, former Chief Minister of Government of West Bengal with the collaboration of Central Government to build a water Reservoir and Hydel Power Project for the purpose of development of agriculture and producing hydroelectricity. The project is stretching over Birbhum, Murshidabad regions of West Bengal and in some portions of Jharkhand. But reclamation and navigability, Agriculture and Power production have been facing problems since long. As a result a number of beneficiaries have been facing difficulties to cultivate their agricultural lands.

I, therefore, request the Hon'ble Minister, Govt. of India, Water Resources Devlopment through your to intervene in the matter to do the needful so that the public interest is not compromised.

In addition to that, I intend to draw further attention towards the rivers flowing through my Parliamentary Constituency namely Mayurakshi, Ajoy, Bramhani, Dwarka etc. which have now lost their capacity to restore the water and as a result people residing in the river areas are facing flood caused damage in every year during rainy season. Hence, I urge the Central Government to expedite steps to clean all these rivers in order to ensure their free flow.

(xvi) Need to upgrade Kalyan railway station into a state of art terminus with all modern facilities

DR. SHRIKANT EKNATH SHINDE (KALYAN): The development of the financial capital of Mumbai is dependent on the manpower sourced from peripheral areas around Mumbai and Kalyan. Kalyan is a junction on the Central Railway and the question of Kalyan terminus has been discussed for many years now.

With the facilities available and that can be developed, Kalyan can be one of the best locations for a terminus with excellent connectivity for South, North and East bound trains. Kalyan also has significant importance as an important junction for suburban traffic towards Karjat and Kasara.

Daily footfall of commuters at Kalyan is 2.5 Lakh; 150 Long Distance Trains pass through KALYAN every day in all directions EAST, WEST, NORTH AND SOUTH; the daily revenue earned here is to the extent of Rs. 30 Lakh.

Taking into consideration all these factors Kalyan has all essential elements to be considered for development as a terminus.

Kalyan has long been neglected be in terms of commuter facilities although it contributes a major share of revenue to the Railways.

I sincerely request the government to kindly look in to the matter and declare and develop it as a State of the Art terminus with all modern facilities.

(xvii) Need to expedite approval to set up a campus of Indian School of Mines at Khammam in Telangana

SHRI P. SRINIVASA REDDY (KHAMMAM): Telangana is considered the second largest store house of mineral resources in India. Khammam District has over 120 years of mining history. It has abundant valuable natural minerals like Coal, Iron ore, Dolomite, Limestone, Quartz, Barytes, Copper etc. To explore these minerals, there is an urgent need for highly trained engineers to design and manage the mining operations and deal with the complex issues of safety. There was a proposal during UPA regime to set up ISM campus and the Indian School of Mines, Dhanbad is also ready to establish ISM campus in Khammam in Telangana as it is a suitable location for the same. It has infrastructure facilities like electricity and water. Khammam is located near the main railway line between Hyderabad to Vijayawada and Chennai to New Delhi.

I, therefore, strongly urge upon the Government to expedite the sanction to establish a campus of Indian School of Mines at Khammam in Telangana at the earliest possible.

14.11 hrs

DEMANDS FOR GRANTS (GENERAL), 2014-15

Ministry of Road Transport and Highways

HON. CHAIRPERSON: The House shall now take up discussion and voting on Demand No.83 relating to the Ministry of Road Transport and Highways.

Motion Moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2015, in respect of the head of Demand entered in the Second column thereof against Demand No.83 relating to the Ministry of Road Transport and Highways."

Demands for Grants (2014-15) in respect of Ministry of Road Transport and Highways submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demands for Grants on Account voted by the House on February 19, 2014		Amount of Demands for Grants submitted to the vote of the House	
83	Ministry of Road Transport and Highways	Revenue (Rs.) 6472,00,00,000	Capital (Rs.) 10485,09,00,000	Revenue (Rs.) 13131,37,00,000	Capital (Rs.) 26951,18,00,000

———————

14.11 ½ hrs.

ANNOUNCEMENT BY THE CHAIR

HON. CHAIRPERSON : Hon. Members present in the House whose cut motions to the Demand for Grant in respect of the Ministry of Road Transport and Highways for the year 2014-15 have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Only those cut motions, slips in respect of which are received at the Table within the stipulated time, will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly thereafter. In case Members find any discrepancy in the list, they may kindly bring it to the notice of the officer at the Table immediately.

_____

14.12 hrs

DEMANDS FOR GRANTS (GENERAL), 2014-15

Ministry of Road Transport and Highways-Contd..

HON. CHAIRPERSON : Shri Vincent Pala to initiate the discussion.

SHRI VINCENT H. PALA (SHILLONG): Thank you for giving me the opportunity to initiate the discussion on the Demand for Grant of the Ministry of Road Transport and Highways 2014-15.

The Government of India considers road network as critical to country's development, social integration and security needs. But when we look at the budget presented to us, it is very disappointing, especially when we find that there is a lot of reduction in major Heads.

I come from the North East. Hardly, there will be any reduction in the budget allocation for the North Eastern States. But this is the first time when allocation of huge amount of money has been reduced for the North Eastern States. This is the attitude of this Government towards the people of the North Eastern States. The Government has announced Rs.37,880 crore in this Budget for this Ministry. Normally, a minimum of 10 per cent is allotted to the North Eastern States. That means, it will be about Rs.3,788 crore. But this year, it has allotted

only Rs.3,000 to the North Eastern States. There is a reduction of Rs.788 crore. This shows the insincerity of this Government to the people of the North East. The hon. Minister may tell us the reasons.

The Government has talked much about the research and development. It talked much about the indigenous capacity of this country. But if we look at the provision in the Budget, the Government has reduced almost 25 per cent for research and training. The Government should look at this properly. When there is reduction in research and training, how will they invite more of foreign consultants and contractors? We need to train our engineers and even the developers; only then, can we move forward with the new technology and with innovative ideas. So, research and training is very important.

If you look at the capital outlay on roads and bridges, there is a reduction of 20 per cent from the last revised estimates. This means that it will cause a reduction of around Rs.565.27 crore in the Budget. This will hamper not only the existing projects but also the new projects which are to be sanctioned.

If you talk about the grant to States for strategic roads, there is a reduction of 17 per cent. We talk about internal security, national security and international security but we do not bother to provide funds for strategic roads in our Budget.

If you talk about economically important roads, you will find that there is a reduction from Rs.18.36 crore to Rs.1 crore only. I think the Government has to look into this.

The previous Government allotted Rs.368. 39 crore to the Government of Delhi for all the roads in Delhi but the present Government has provided only Rs.22 crore for Delhi. Maybe, they did not get a clear mandate and hence has not allotted much for Delhi. I hope that the people of Delhi will give the Government a good feedback.

As far as projects pending for clearances are concerned, there are so many projects, amounting to more than Rs.60,000 crore, which are waiting for clearances. For example, 13 projects are waiting for forest clearance; 8 for Defence clearance; 90 for Railway clearance, 14 for State Government clearance and 9 for wildlife clearance. I demand that all statutes relating to clearance of mega projects must be included in the IXth Schedule to the Constitution of India so that the projects do not face frivolous challenges before the Court.

In 2005, the hon. Supreme Court had given a ruling that the load carrying capacity of all single axle vehicles should be only nine tonnes. When we design the pavement, we take into consideration both the IRC codes as well as the Motor Vehicle Act, 1988. I would

request the Minister to amend this Act because this is a single Act which has encouraged the policemen posted on the Highways to indulge in a lot of corruption. Earlier, we used to have the brick road and earthen road. Now we have bituminous road and cement road made with new technology. So, we should enhance the capacity of tonnage. Automobile companies like Mahindra and Tata have increased the capacity of their vehicles from 10 tonnes to 30 tonnes. Similarly, the concept of nine tonne carrying capacity, which is used for the design of the pavement, should be increased to 20 tonnes. This is very important because even small vehicles will be able to carry nine tonnes whereas trucks and other big vehicles can carry 30 tonnes but as per law they will have to carry only nine tonnes. This affects the people in the North-east, especially in hilly areas. One big vehicle carries 30 tonnes in one loading. But we may have to take it twice. So, I would request the Minister to amend this Act as soon as possible.

Lots of projects have been allotted in different modes like PPP mode, BOT toll, BOT annuity and banks are financing them. Now, banks have totally stopped financing them. I hope the Minister will look into the matter. We must have a flexible model so that we can change the agreement. As a result, banks will finance the projects and they will have trust in the Government.

Sir, we have electronic toll payment mode which was implemented in Delhi and Parwanoo in the month of April, 2012. I think this system should be encouraged as it will reduce the traffic congestion in the National Highways.

With these words, I thank you and I want the hon. Minister to answer all these questions so that we can have a change in the National Highways.

TEXT OF CUT MOTIONS

SHRI R.K. SINGH (ARRAH): Sir, I would be delivering my maiden speech in the House barring a brief mention during ‘Zero Hour’. So, I would seek your indulgence and also the indulgence of the House.

Sir, what I will speak, I will speak from my experience because I had headed the road construction Department in my State, which is Bihar, from 2006 to 2009. In fact, I headed it for three and a half years and in those years, we changed the face of the roads in the State. From being a State which had one of the worst road networks in the country, we made it a State which now has one of the better road networks in the country.

We found that it was possible and the only thing required was commitment and dedication. Unfortunately, what we saw was that this is what was lacking here in the Government of India. What the Finance Minister said in his Budget Speech in the context of the economy holds true in the context of roads as well. In the past two years before this Government came to power, there had been a tremendous slow down. I will give the statistics just now. This is very important because infrastructure is a structural requirement. If you do not have appropriate infrastructure, it acts as a structural constraint on development.

I will just give the statistics about the situation in which this Government finds itself. I will give some figures about the work done in the past 3-4 years. In the year 2010-11, the National Highways Authority of India awarded works for 5000 odd kilometres. In the year 2011-12, it awarded works for 6491 kilometres and in 2012-13, it came down to 1116 kilometres. In 2013-14, it was 1463 kilometres. That is all. In 2012-13, the achievement in construction was about 2100 odd kilometres and similarly in 2013-14, it was about 2600 odd kilometres.

As on date, 363 projects worth about Rs.60000 crore are languishing. The banks have stopped lending to the PPP projects and the funds advanced by these banks for these projects have fallen into the category of bad debts. The NHAI has had to re-schedule the payment of premium in order to bail out some of the concessionaires. The work has almost come to a halt. On an average, only about three kilometres of roads per day were being constructed in the past two years. It is a different thing that the highest achieved by the NHAI ever has been eight kilometres per day.

Sir, an affidavit filed by the last Government itself said that about 40000 odd kilometres have been added in the National Highways, out of which 24000 odd kilometres were added during the last NDA

regime, *i.e.*, 1997 to 2002. In the past ten years only about 16,000 kilometres have been added. In five years, our Government did one and a half times more than what the previous Government did in ten years. How has this happened? Why has this happened and what implications does it have for the economy?

Sir, all the projects find themselves mired in difference clearances. We heard about the problem of environmental clearance. That is something which I faced myself. We converted all our State highways in the State to two-lane highways. I had to burn my blood to get clearances. There was stage - I clearance; there was stage II clearance and such like. We were cutting trees on our land, that is on the land of the Road Construction Department, while widening the roads and then re-planting the trees beside the widened road. Getting the clearances for that took months. There is a four-lane project which covers national highways 30 and 84 connecting Buxar -Arrah - Patna. For the past two years the stage II clearance for this project has been stuck up in the Ministry of Environment and Forest. In between, the previous Government came up with a rule that work will not be awarded unless 100 per cent land acquisition has been done. That was a ridiculous thing. In the later stages it was changed. Any clearance that one thinks about takes ages. That is the first point. Why did it

happen? It happened because there was lack of commitment; there was lack of seriousness. This has had a deleterious effect on the economy.

Sir, when one constructs a road, or widens a road, it results in direct employment in road construction. But apart from that, when one makes a world class road, hotels, tea shops, *pan* shops come up beside the road. The poor people get employment because of this. Each kilometre of road would give employment to at least a thousand people in a direct or in an indirect manner. That is the importance of roads. If you have good infrastructure then that acts as a multiplier for economic growth. Economic growth came down to some 5 per cent level because of slow down in our road construction programme. The last Government forgot its responsibilities to the economy. It left road construction to the mercies and vagaries of whatever was happening then without any concern. It said that it will not invest in EPC and that road projects would only be taken up on PPP model. Since the economy was going down, funds were not forthcoming from the banks.

This Government has come to power on some premises. It wants to make this country a great country and for that we have to be great economically; we have to be economically strong. Otherwise we will

not be a great country and for that removing the problems in infrastructure is a must and that is what this Government is doing. The Government has set a target for construction of 8,500 kilometres of road in this year itself and that will be delivered. That is three times the maximum delivered by the previous government in any year. The speaker who spoke before me talked about a cut in the Budget which is not true. When one looks at the Budget provision, one should look at the provisions made in the previous years.

HON. CHAIRPERSON : Today we have the guillotine and so we have to conclude all our discussions before that time. Please conclude now.

SHRI R.K. SINGH: Sir, we have provided an outlay which is 21 per cent higher than the expenditure last year. We have provided for an Infrastructure Investment Trust which will have a pass through status so that financial problems will not plague us any more.

Sir, this is a sector which is a key to the growth of our economy. We, our Government, will deliver on it.

SHRI G. HARI (ARAKKONAM): Hon. Chairman Sir, I thank hon. Chief Minister of Tamil Nadu, *Puratchiththalaivi* Amma for giving me an opportunity to speak in this august House. I extend my salutations to hon. Amma. I also thank the voters of my constituency, Arakkonam, for electing me to this House of People. Sir, I also thank you for allowing me to take part in the discussion on the Demand for Grants in respect of the Ministry of Surface Transport.

Even though the previous UPA Government announced road related schemes, they had not allocated adequate funds for their implementation. Rectifying such errors of the past, the present Government should allot adequate funds for timely completion of road projects. The previous UPA Government did not provide funds for road projects in Tamil Nadu. The DMK which was an ally of the Congress-led UPA Government did not care about it. The DMK utilised Congress-led UPA Government for getting plum posts and to earn enormous money. The DMK has done injustice to the people of Tamil Nadu.

Under the able leadership of hon. Chief Minister of Tamil Nadu, *Puratchiththalaivi* Amma, Tamil Nadu remains a role model in the field of road transport by way of rural roads, connecting roads and National Highways.

The hon. Chief Minister of Tamil Nadu, *Puratchiththalaivi* Amma, besides financial constraints, has been spearheading the mission of providing good road connectivity in Tamil Nadu. We can say that there is no town or village in Tamil Nadu which has no roads or connecting roads.

I, therefore, urge the Union Government to provide necessary funds to the State of Tamil Nadu led by *Puratchiththalaivi* Amma for successful implementation of road projects.

I urge that all the four-lane roads in Tamil Nadu should be made into six-lane roads. It takes at least 20 minutes to pass through a toll collection centre set up in the National Highways of Tamil Nadu. The waiting time there should be reduced to avoid unnecessary traffic congestion. Moreover, electronic card facility, as followed in foreign countries, should be implemented in our country as well. There should be an emergency aid centres operating round the clock with specialized doctors on duty. Such centres should be set up at every 50 kilometres in all the National Highways to provide medical facility to the victims of accidents. Payment of toll tax at Toll Plazas of the country should be simplified. Toll tax should be reduced and e-collection techniques should be introduced.

About 100 year-old trees along the road sides were cut during the implementation of several road projects. Many National Highways have no trees on both sides. I urge the Union Government to come forward to plant sufficient number of saplings on both the sides of the National Highways in Tamil Nadu.

Those who travel on the National Highways should be able to get quality food at standard restaurants at nominal prices. Amma Unavagam, which is the brain child of hon. Amma, provides an idly for one rupee, sambar rice for Rs. 5 and curd rice for Rs. 3. This scheme is successfully implemented in all the Municipal Corporations of Tamil Nadu. Lakhs of people are being benefited by this scheme. It is not only that other States of the country but also some foreign countries are appreciating this welfare initiative. They are also preparing themselves to start such canteen facilities in their places being inspired by the Tamil Nadu model and hon. Chief Minister *Puratchiththalaivi* Amma. Amma Unavagam, a canteen facility, should be set up at every 50 kilometres in all the National Highways of the country. This will benefit the people of our country.

Hon. Prime Minister, Shri Narendra Modi has praised the world famous rain-water harvesting scheme which is being followed in Tamil Nadu under the able guidance of honourable *Puratchiththalaivi*

Amma.This rain water harvesting scheme should be implemented along both the sides of national highways so that the rain water could be accumulated and saved as ground water. Moreover, I would request the Union Government to grant additional funds to Tamil Nadu to implement this rain water harvesting scheme with more vigour.

Solar power operated lights should be set up along the sides of national highways for the security of the travelling public as in foreign countries. Stickers with embedded chips should be provided to vehicles which can make toll collection easier. When the vehicle passes through the toll, the toll amount is automatically debited. Such a scheme should be introduced. Necessary measures should be undertaken to prevent road accidents. Road corridors with lanes of specific speed limits, as in foreign countries, should be set up in the country.

Although the prices of petrol and diesel were hiked during the previous UPA Government, hon. *Puratchithalaivi* Amma, keeping in mind the welfare of the people, has never hiked the bus fare in Tamil Nadu. Moreover, hon. Amma inaugurated the small bus service in Chennai which is widely acclaimed. Even though the State Transport Corporation is faced with huge losses, hon. Amma has been kind enough to not to hike the bus fare in Tamil Nadu. Therefore, I urge

upon the Union Government to allocate funds for the transport corporations in Tamil Nadu to meet the losses.

Inland water transport service should be started in Chennai - Tuticorin - Cuddalore route. Existing four-lane roads along Poonamallee - Wallajah - Katpadi route in National Highway 4 should be converted to six lane roads. There is a need for four lane roads along Kancheepuram - Arakkonam - Tiruttani; and Tiruttani - Sholingar - Arcot routes. Six lane roads should be laid in Poonamallee - Tiruvallur - Tiruttani route and Ambattur - Tiruvallur route. I urge upon the hon. Minister of Road Transport and Highways to provide over bridges at Ocheri, Kaveripakkam and Sumaithangi in the Kancheepuram - Wallajah National Highway.

I also urge upon the Union Government to release funds for the following projects: (i) Oothukkottai - Tiruvallur and Tiruvallur - Red Hills road projects; (ii) Construction of elevated over bridge at Tirumazhisai junction in the Chennai - Bengaluru National Highway; (iii) construction of elevated over bridge in Padi - Tiruvottiyur road; and (iv) construction of Rail Over Bridge at Pattabiram railway crossing.

Hon. Chief Minister of Tamil Nadu, *Puratchiththalaivi* Amma, is leading Tamil Nadu to progress, prosperity and overall

development. I urge upon the Union Government to swiftly act on the demands of hon. Amma and allocate sufficient funds for Tamil Nadu. Once again, I thank you and our God, hon. Chief Minister of Tamil Nadu, *Puratchiththalaivi* Amma.

SHRI SULTAN AHMED (ULUBERIA): Hon. Chairperson, I have come on behalf of the All India Trinamool Congress to offer some suggestions on this Road Transport Budget. The ethos, philosophy and guiding principle of my party is "Maa-Maati-Manush". Here, Amma is being referred to; I am saying Maa in Bengali, Maati means land, and Manush means human beings. This Budget has a very close connection with Maa, Maati and Manush. I would like to thank Shri Gadkari ji for arriving just before my speech. I was waiting for him. The Road Transport Minister was not present in the House when the discussion began. ... *(Interruptions)*

AN HON. MEMBER: The Minister was seated in the House.

SHRI SULTAN AHMED (ULUBERIA): Thank you. We wish that Shri Gadkari ji listens to us; he is a senior Minister. ...*(Interruptions)* There was a time when I too sat on that side of the House, and therefore I always have a desire to speak to a senior Minister. At one time, elections in our country were fought on the issues of food, clothing and shelter. Today, however, the people demand electricity, roads and water. The public asks when their road will be built, whether it is a village road, a highway or a State highway. In this Budget, Shri Arun Jaitley ji has laid considerable emphasis on infrastructure. Within national infrastructure, road transport plays an extremely

important role. It is often said that the railways are the lifeline of our economy; however, in reality, road connectivity in our country is far more extensive than rail connectivity.

The Grand Trunk Road has a long history, having been built by Sher Shah Suri. Between the years 2000 and 2004, the expansion of National Highways took place across the country, and I salute Shri Atal Bihari Vajpayee ji for giving the concept of National Highways. Over the past ten years, we have repeatedly heard in this House that ten kilometres of roads would be constructed every day. However, if we examine the actual data, and although time is short and the bell may ring soon, the Minister has the figures. The pace at which roads should have been constructed over the last ten years has not been achieved. This is a matter of nationwide concern as to when these works will finally be completed.

Hon. Minister, on National Highway Number 6, the Kharagpur-Chirchila stretch lies at the Jharkhand border. This is a Maoist-affected area, and the condition of the road is such that the general public cannot travel safely, vehicles cannot ply properly, and police personnel are compelled to leave their vehicles behind and conduct foot patrols. On National Highway Number 6, from the Jharkhand border onwards, adequate lighting must be provided. This road does

not serve West Bengal alone; it also connects the State of Jharkhand. National Highway Number 34 has, for decades, connected North Bengal with North-East India and has also served as a vital link between Sikkim and Bengal. The condition of this road is such that from Barasat to Krishnanagar, virtually no work has been carried out. It appears as though we will have to issue newspaper advertisements declaring the contractors as missing. Where are the contractors? They are nowhere to be found. Meanwhile, accidents are occurring on a daily basis. There are frequent road blockades, and law and order problems persist. ...*(Interruptions)* Surendra bhai, you too travel on National Highway Number 34. National Highway Number 31 and National Highway Number 34 together form the lifeline of North Bengal. These highways connect Bengal with Sikkim and the North-Eastern States. It is, therefore, absolutely essential that this matter be addressed with urgency. We often speak about investment in the North-Eastern States and about taking the region forward. However, the lifeline of the North-Eastern States is these very National Highways. Countless trucks and vehicles pass through these routes every day, travelling to Sikkim and onward to the North-Eastern States via Assam. Work on these highways has been dragging on for

years. I urge the Hon. Minister to examine this matter at the earliest and to order a thorough inquiry.

I say this with deep concern, when National Highways were conceived, it was envisaged that development would proceed in harmony with the environment, natural beauty and water bodies. However, in many areas, we have witnessed the destruction and burial of these very assets. This aspect also requires close scrutiny. West Bengal has 2,998 kilometres of National Highways and several hundred kilometres of State Highways. Through this House, I would like to request Shri Gadkari ji to depute any of his officers to visit West Bengal. You are aware that those who ruled the State for 34 years caused extensive damage. This issue has been raised repeatedly in this House. Under the leadership of our leader, Shrimati Mamata Banerjee, we have constructed State Highways to a very high standard. These are A-class roads. We observe that the technical specifications applicable to National Highways vary from region to region, the costs differ region-wise, and the challenges also differ accordingly. Therefore, by taking State Governments into confidence, the work on National Highways that has stalled, or tends to stall, must be completed without delay. Today, through this House, we wish to hear from the Hon. Minister about the targets that have been set. How

many kilometres of roads will be constructed in one year? What will be the target for the following year? The Public-Private Partnership model has also been discussed. We observe that the PPP model is implemented in certain parts of the country. However, in many areas, particularly in the eastern and northern regions, the PPP model is rarely seen, whereas it is prevalent in the western region. What is the reason for this disparity? At the very least, people in other regions should also be enabled to benefit from the PPP model.

I would like to address the issue of Foreign Direct Investment. The Union Government had announced several years ago that 100 Percent FDI would be permitted in the road sector. I would like to know how much progress has actually been made in attracting FDI. Are investors truly interested in investing in the road sector? We frequently speak about foreign investment, and this is a crucial sector where our infrastructure can be substantially strengthened.

With regard to road accidents, the alarming rate at which they are increasing is a matter of grave concern and requires urgent attention. We have data available for several years. In 2009, there were 4,86,384 road accidents, and this number rose to nearly 4,90,000 by 2012. The Union Government has repeatedly assured this House that trauma centres would be established on National Highways at intervals of

every 50 kilometres, so that victims requiring immediate medical attention after accidents can be taken promptly to trauma centres and their lives can be saved. Out of these approximately 4,90,000 accidents, about 28.2 percent result in fatalities. If we examine the figures per thousand accidents, the number of deaths is deeply disturbing. National Highways are intended to serve as lifelines for the people, but in many areas, they have regrettably turned into death traps. There is also the serious issue of driving licences in our country. You would recall that about one and a half months ago, Shri Gopinath Munde ji lost his life in a road accident. Shri Gadkari ji has stated that new laws are being framed, but the reality is that across the country, driving licences are being issued improperly. This is widely acknowledged. There is often no proper training, yet licences are issued in an irregular manner, varying from region to region. There is an urgent need for an all-India framework, clear guidelines, and a regulatory authority for the issuance of driving licences, so that the fatality rate can be reduced. Trauma centres must be established, road beautification should be undertaken, and environmental considerations must be duly respected. A clear direction for road construction has been laid down by taking all States along. We must now move forward decisively in that direction.

[English]

SHRI RABINDRA KUMAR JENA (BALASORE): Thank you so much, Sir. You have allowed me to speak on a subject which is so important for the country as it contributes close to five per cent to India's GDP. Sir, this is my maiden speech, other than the `Zero Hour'. Hence, I would request for your kind consideration.

At the outset, I would like to thank our hon. Chief Ministern, Shri Naveen Patnaik, and the leader of our Party in the House, and our Chief Whip, who have given the opportunity to a new Member like me to speak on this important subject. I would fail in my duty if I do not thank, Shri Atal Bihari Vajpayee, who had a dream start, reviving this sector and giving a significant impetus to the economy of the country as a whole. He did not only dream, Sir, he also made it to happen as was spoken by our learned friend that the road construction during the last 5 years of the NDA rule was higher than what could be achieved in the subsequent 10 years. Having said that, let me also congratulate the new Minister who is in command and control of this Department, who himself is a visionary; and has demonstrated it right from the beginning. He has approved Rs.40,000 crore of projects within the first month of assuming office. He said that he would generate Rs.1 lakh crore which is so essential for the road industry at

zero per cent interest. He has also spoken that he will ensure construction of 30 km. of road per day from less than three kilometers as of today. He has also spoken that he would ensure eight and a half thousand km. of construction this year, though hardly eight months are there.

Having said that, let us look at what is really happening in the National Highways Authority of India. There are a whole lot of issues. I may not have time to go into all the details, but I would definitely like to touch upon some of the sensitive issues. Some hon. Members have very pertinently raised the issue of safety. I was going through some of the booklets and brochures. The photographs in the brochure and the printing look really interesting. But does the safety system on the ground really say so? Is there a correlation between the two or is there a difference on the ground? I was in my constituency just three days ago. There is a place called Vellora on NH 60 which falls in my constituency. A group of about 8,000 people came and made a representation on this particular spot. What is their demand? Their demand is that an underpass should be constructed there so that lorries and buses can ply. They have been demanding construction of this underpass for the last three years. The worst part is that on that particular spot in Vellora 66 major reportable accidents have

happened in the last three years in which 33 people have been killed and there is no count of the injured. So, the issue that comes up here is this. Is the Government sensitive to this kind of accidents happening? Is it only happening in Vellora or in other parts of the country too? I would urge upon the hon. Minister, through you, to immediately construct an underpass at Vellora and also see that such accidents do not happen in other places too.

I would also take this opportunity to submit before the Minister that he should look into this issue seriously. Who is responsible for the killing of innocent human beings? The poor villagers have been killed one after another. On an average, two major accidents happen at this place every month. Should the culprits not be booked? They should be taught a lesson so that such killings do not take place elsewhere in the country.

There are many examples. Let us take the case of petrol pumps. When a vehicle comes from the petrol pump, there is always a hazard that it can get hit by the speeding vehicles on the National Highway. When there are three lanes in the National Highway, the Government should consider whether there can be a bifurcation of these three lanes, namely one for heavy commercial vehicles, one for light commercial

vehicles and the third for other lighter vehicles so that the probability of accidents will come down.

I would like to touch upon another issue and that is research and development which some other hon. Members have also raised. In the last Budget, there was an allocation of Rs. 5 crore for research and development in NHAI. But the actual spending was less than 6 per cent. This is the state of affairs of research and development in NHAI. This issue should be taken note of and we need to introspect on this. Possibly, the task before the Minister is challenging. But I am sure, with his positive outlook and with a definite term, he should be in a position to achieve the targets.

Now, let me come to the case of Odisha. We were very happy when it was said in the President's Address that the Government is committed to equate East with the West. But at the same time, when we heard the Railway Budget and the General Budget, we were disappointed because there was nothing visible which could come to Odisha. If you look at the composite development index of three major States in Eastern India, Odisha has continued to suffer year after year post-independence. Why is this apathy? Why is this discrimination? Should the Government not rise above political considerations to see that justice is meted out to the State of Odisha? I will just give one

example. Out of 6,859 projects which were allocated and approved in the last Central Road Fund, Odisha had to be content with just 172 projects. There are other States - let me place on record that I am not against any particular State - which have got as many as 1,335 projects. Why is this kind of treatment given to the State of Odisha? I would urge upon the hon. Minister to take note of this.

I will come to the issue of density of National Highways in Odisha which is just 0.3 km per sq.km. of land area and there are States which have got 500 per cent more than Odisha.

The time at my disposal is very limited. So, I will not be able to touch upon all the issues. But I have got some submissions to make before this House which I would like the hon. Minister to take note of and do justice to the State of Odisha. There is the Bhubaneswar-Cuttack road which is languishing today. There is the Balasore-Kharagpur road where 177 bridges need to be constructed. There is the Vijayawada-Ranchi road which is languishing for which the Government has approved development of 600 km. at a cost of Rs. 1,200 crore out of which only Rs. 209 crore has been allocated. This road is in a strategic area and passes through the Left Wing Extremist areas. This must be looked into with all seriousness. There is the case of Mangoli-Sambalpur road widening which is important. Then, the

Balasore-Jharpokharia section on NH 5, Nabrangpur Bypass road, Papdahandi-Keskal section of the road in Chhattisgarh, Phulnakhara-Konark, all these projects are very important and should be speeded up.

Sir, as the time will not permit me to go into all the other details, I would, once again, thank you for giving me this opportunity and sincerely urge upon the hon. Minister to construct the underpass at Vellora on NH 60 so that the merciless killing of human beings is avoided.

[Translation]

SHRI SHRIRANG APPA BARNE (MAVAL): Hon. Chairperson, Sir, I am grateful to you for giving me the opportunity to speak on the Demands for Grants of the Ministry of Road Transport and Highways. I would like to express my gratitude to our leaders, the late Shri Balasaheb Thackeray and Shri Uddhav Thackeray, whose blessings have enabled me to speak in Parliament.

Under the leadership of the Hon. Prime Minister Shri Narendra Modi, a Government of the common people has come to power, and the people have great expectations from this Government. There are equally high expectations from the Ministry whose Demands are under discussion today. The Hon. Minister, Shri Nitin Gadkari, hails from our State of Maharashtra. I am pleased to say that he is a visionary leader. During the tenure of the alliance Government in Maharashtra, he did commendable work in the field of road projects. The roads, bridges and expressways of Maharashtra stand as successful examples of his efforts.

Roads are the lifelines of the nation. They are the primary means of connecting villages and cities. Road transport has played a vital role in the social and economic development of India. For short and medium distances, it is the most convenient and economical mode of

transport. Due to geographical constraints, rail transport in India has its limitations, which further enhances the importance of roads. However, it is unfortunate that even today there are several villages in the country where no road connectivity has reached.

I would like to thank the former Prime Minister, Shri Atal Bihari Vajpayee, under whose tenure the Golden Quadrilateral project was conceptualised and implemented for the first time in the country. However, it is a matter of deep regret that the previous UPA Government did not pay adequate attention to this initiative.

In Maharashtra, there are several districts where roads get washed away every year due to heavy rainfall, and this situation occurs annually in the Konkan region. This issue requires serious attention.

In a city like Mumbai, traffic congestion has become a routine problem. On the suggestion of Shri Uddhav Thackeray, the Mumbai Municipal Corporation has sent a proposal to the State Government for the construction of a coastal road along the seashore. The Union Government needs to pay attention to this proposal. If the Union Government extends its cooperation in completing this project, it will certainly go a long way in resolving Mumbai’s traffic problem.

Chairperson, funds for the Bus Rapid Transit System are provided by the Union Government. However, the BRTS scheme has failed in the cities of Pune and Pimpri-Chinchwad. There is a need for the Government to review this scheme. When local bodies such as Municipal Councils, Municipal Corporations and Zila Parishads are involved in the implementation of this scheme, the BRTS is not audited by the Government, and the local population faces severe inconvenience. This scheme has become a cause of accidents. It has led to traffic congestion, and due to poor road conditions, people have lost their lives. I would like to state that the BRTS scheme has completely failed and the Government needs to reconsider it seriously.

Water transport provides the cheapest mode of transportation for any country, as it does not require the construction of transport corridors.

15.00 hrs.

Transportation can be carried out solely through transport vessels. My Parliamentary Constituency includes the Jawaharlal Nehru Port Trust, which is currently facing several major problems. JNPT is the port that provides the highest economic benefit to the country. This port is located along the Uran coastline. The roads

connecting the port are only four-lane roads, whereas thousands of containers arrive here daily. Long queues of containers extend for several kilometres, causing immense hardship to the local population. Along with container traffic, there is also heavy local traffic on this route. There are several villages around JNPT, and there is significant traffic of school-going children as well, which causes them considerable difficulty. Despite being the country's largest port terminal, there is no adequate facility for truck and container parking.

Sir, I would like to urge that this traffic situation be addressed and rectified at the earliest.

[English]

HON. CHAIRPERSON: Hon. Members, as I have a long list of speakers to speak on the Demand for Grants and the Guillotine is at 6.00 p.m., those who want to lay their written speeches may lay them on the Table of the House. They will be treated as a part of the proceedings.

The next speaker is Shri Kesineni Srinivas.

SHRI KESINENI SRINIVAS (VIJAYAWADA): Hon. Chairperson, any mention of National Highways immediately reminds me of one of the tallest leaders of the country had ever produced and one who I greatly admire is Shri Atal Bihari Vajpayee. It is during his regime, as the Prime Minister, heading the NDA Government, the country had witnessed the largest expansion of the National Highway network ever after Independence. The Golden Quadrilateral Project, which transformed many parts of the country, was also executed under his leadership. My leader Shri Chandrababu Naidu, as an alliance partner and as then Chief Minister of United Andhra Pradesh, was proactive and always fully supportive of such initiatives.

15.02 hrs (Shri Arjun Charan Sethi *in the Chair*)

Members will also be happy to note, especially, those sitting on the Opposite side that 50 per cent of the National Highways were constructed with a total length of 23,814 kilometres during the last three decades when the NDA was in power. This was even endorsed by my friends in the UPA when they filed an affidavit on National Highways in the Supreme Court. Successive UPA Governments have always failed to achieve their targeted expansion of the highway

network and tried to fool the people by converting State Highways into National Highways.

The present Government under the leadership of Shri Narendra Modiji and Shri Nitin Gadkariji, as the Minister for Highways, is strongly committed to take forward the initiative once started by Shri Vajpayee. The Budgetary allocations made for National Highways in the present Budget reflects the same. A sum of Rs. 37,880 crore was allocated to achieve a target of 8,500 kilometres of new National Highways in the current Finance Year. I thank the Finance Minister for laying more focus on infrastructure development as it would greatly help in reviving our economy.

I request the hon. Highways Minister to put more focus on road safety and passenger amenities on the highways too. Road safety today needs utmost importance and special attention is to be given during the process of designing and execution of all highway projects. Emergency services like ambulances and highway patrol vehicles need to be stationed at all vantage points on all highways. It is very sad that even till today we do not have an efficient emergency highway Helpline number in our country. A uniform emergency 24/7 highway Helpline number, across all States, need to be in place at the earliest date possible. I request the hon. Minister to take a positive

note on these issues as these will help in achieving safe driving conditions in our country. An Academy in every State is required for training the drivers; to adapt to the latest and best driving practices; to suit the present and future upgraded road and traffic conditions; and also the latest version of world-class vehicles to avoid accidents and to ensure safety of the citizens.

With increasing volumes of traffic on highways today, passenger amenities need to be enhanced. A dedicated organisation like IRCTC working for railways can be developed to provide passenger amenities on highways like hotels, drivers' rest rooms, food courts, etc. This will not only generate additional revenue but also provide much needed passenger amenities on highways.

While we appreciate and thank the hon. Minister for approving an Annual Plan outlay of Rs.1,163.64 crore which includes bridge works for 2014-15 for the State of Andhra Pradesh, we would also like to highlight the fact that no allocations were made to many important highway projects in the State of Andhra Pradesh like Vijayawada-Jagadalpur road, Pamarru-Digamarru road, and Kathipudi-Ongole road. These projects have been the long pending demands of the people of my State and I would request the hon. Minister to consider the allocation of grants for these projects.

The Finance Minister, in his Budget speech, announced the creation of an industrial corridor between Vizag and Chennai. This would greatly benefit my State but as we all know that for any industrial corridor to develop it requires good road connectivity and I would request the hon. Minister to initiate a survey to develop a six-lane coastal highway providing connectivity to the proposed industrial corridor, which will also connect the existing ports like Vizag, Kakinada, Krishnapatanam and also to the proposed new ports that will be built in the future.

The city of Vijayawada, which is my constituency, has the distinction of being most probably the only city which does not have any bye-pass road till date though two national highways pass through the heart of the city. This is creating havoc in the lives of the people of my constituency every single day. Steps have been initiated by the Ministry for the construction of a bye-pass on BOT basis from Kaza to Peda Avatupalli as part of the Vijayawada-Gundugolanu six-laning project of NH-5, tenders have been called and the contract was also awarded. Land acquisition up to 90 per cent is complete but the project is yet to take off. … (*Interruptions*)

HON. CHAIRPERSON : Please conclude now.

SHRI KESINENI SRINIVAS : Please allow me one minute more.

I have to make one important point. The much awaited four-laning of the Viajayawada-Machilipatnam port sector of NH-9 of which the flyover at Benz circle also forms a part which is taken up under BOT is also suffering from indefinite delays and needs special attention from the Ministry.

Two flyovers have also been proposed by the National Highways Authority to ease traffic congestion in the city of Vijayawada at Kanakadurga Temple and at Benz circle. Consultants have been appointed and designs have been made for the flyover at Kanakadurga temple with an estimate of Rs.175 crore. Proposals are being forwarded to the Ministry by the State Government through the Regional Office of the Ministry of Road Transport and Highways. I would request the hon. Minister of Transport to view this project and take it up immediately.

Before I end, I would like to, once again, appeal to the hon. Minister to take a liberal view on the issues raised and help in rebuilding the State of Andhra Pradesh which had been badly affected by bifurcation.

[*]**SHRI R. PARTHIPAN (THENI):** I request National Highway Authority of India (NHAI) to handover the abandoned by pass stretches in Dindigul-Kumuli National Highway road and widen the Dindigul-Kumuli road to two lane with paved shoulder.

In this road, construction of 9 bypasses to the following towns are in progress.

Sr. No.	**Name of Town**	**Length in Km**
1	Batlagundu (Municipal town)	4.90
2	Devadanapatti (Town panchayat)	3.37
3	Periyakulam (Municipal town)	11.04
4	Theni (Municipal town, district Head Quarters)	9.54
5	Veerapandi (Town panchayat)	2.53
6	Chinnamanur (Municipal town)	3.48
7	Uthamapalayam (Town panchayat)	4.43
8	Cumbum (Municipal town)	7.62

[*] Speech was laid on the Table.

9	Gudalur (Municipal town)	4.18
	Total length	51.09 km

The abandoned stretch of bypasses to the above mentioned towns are in very bad contidion. The total length of the abandoned stretch is 51.09 km. Most of the stretches are unfit for traffic and accidents are occurring frequently. It is requested that the above mentioned urban stretches may please be handed over to Tamil Nadu State Highways department for immediate maintenance to make the road for traffic worthy condition.

[Translation]

[*]**SHRIMATI ANJU BALA (MISRIKH):** I am placing my views on the General Budget for the year 2014-15 presented by the Union Government. Roads are the lifeline of development of our country. Without roads, connectivity from one place to another would not be possible. Trade cannot function without highways. Irrespective of the mode of transport used, it is not possible to reach one's destination without road connectivity.

For the development of any developing country, a multi-modal transport system is essential. In a vast country like India, there should be a transport network that ensures smooth movement between geographically distant towns and cities. This will facilitate the transportation of goods produced in the country, thereby sparing the common people from the burden of price rise. It will also ensure that goods produced within the country and abroad can easily reach all regions as per requirement, thereby accelerating the pace of national development.

In the road sector, heavy investment is required in keeping with present-day demands. For this reason, the Hon. Minister has proposed

[*] Speech was laid on the Table.

an allocation of Rs. 37,880 crore for the National Highways Authority of India and State roads, out of which Rs. 3,000 crore has been earmarked for the North-Eastern States. During the year 2014-15, 8,500 kilometres of National Highways will be constructed.

For the development of the country, the development of Uttar Pradesh is extremely essential, and the first step of development depends upon its transport system. However, the condition of roads in the State of Uttar Pradesh is very poor. Some of the major routes in Uttar Pradesh include the road from the National Capital Delhi to the State capital Lucknow, which is about 500 kilometres long. This route starts from Delhi and passes through Moradabad, Bareilly and Sitapur before reaching Lucknow. The four-laning of this road has been under construction for the last ten years, yet it remains incomplete even today. There is an urgent need to complete it at the earliest. Similarly, the route from the National Capital Delhi to the industrial city of Kanpur, which is about 478 kilometres long, starts from Delhi and passes through Ghaziabad, Dadri, Aligarh, Kannauj and Bilhaur before reaching Kanpur. Kanpur city has made a significant contribution to the development of Uttar Pradesh. Sixty-seven years have passed since the country attained independence, yet such an important road continues to remain in a deplorable condition. Travel

on this route is extremely difficult. There is an urgent need to construct this road as a four-lane highway, and the work should be undertaken without delay.

In addition to this, there is an urgent need to construct the Lucknow-Palia route as a four-lane road. Finally, for the development of my Lok Sabha Parliamentary Constituency of Misrikh, I would like to draw attention to the Kannauj-Sitapur road, which starts from kilometre number 350 of the Delhi-Kanpur National Highway Number 91 and, after crossing the holy river Ganga, passes through Mallawan town, Sandila town, Kothawan, near the Ramgarh sugar mill, via Naimisharanya, and reaches Sitapur. Naimisharanya and Misrikh are ancient pilgrimage centres, which witness the movement of lakhs of devotees. Kannauj and Sitapur are also historical and commercial towns. Therefore, it is extremely necessary that this road be constructed as a four-lane road.

I would like to request the Hon. Minister to kindly ensure that the construction of the above-mentioned roads, as submitted by me, is undertaken at the earliest.

This General Budget for the year 2014-15 relating to Road Transport and Highways is people-oriented and will help accelerate the pace of development of the country. I support this Budget and

congratulate the Hon. Minister, while extending my best wishes to him for this commendable initiative.

[English]

[*]**SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR):** I thank you for giving me opportunity to express my views on the Demands for Grants of the Ministry of Road Transport and Highways for the year 2014-15.

If the Railways is the lifeline of our country, then we can term road network as the arteries of our country that facilitate not only transportation of goods and persons, but also it has a vital role in the economic development of our country. Its easy accessibility, flexibility and door-to-door service give it an advantage over other modes of transport in terms of passenger and freight movement. In India, the road infrastructure is being used to transport over 60 percent of total goods and 85 percent of total passenger traffic.

As is rightly pointed out, India has one of the largest road networks in the world, spread over 48.65 lakh kilometres comprising National Highways, State Highways, expressways and other important roads. However, it has been observed that the pace of progress of development of National Highways has slowed down considerably. The problems being attributed for the slow pace of progress include delay in land

[*] Speech was laid on the Table.

acquisition, shifting of utilities, environmental and forest clearances, approval for rail over bridges as well as shortage of skilled and semi-skilled manpower, apart from the slowdown in our economy.

In the Union Budget for 2014-15, the Hon. Finance Minister had proposed an investment in National Highway Authority of India and state roads of an amount of Rs. 37,880 crore and the Government proposes to construct 8,500 kilometres of National Highways during the current financial year.

A review of the road projects done by the Hon. Minister reveals that there are over 260 projects involving about Rs. 60,000 crore that were taken up in PPP model, but are currently stalled because of various reasons. In case of West Bengal, the situation is really pathetic, especially when it comes to National Highway 34 which runs from Barasat in North Kolkata to Dalkhola where it meets National Highway 31, which connects it to Siliguri, several towns in North Bengal and the North East. It is the main link of the district of North 24 Parganas, Nadia, Murshidabad, Malda and Uttar Dinajpur with the State Capital as well as North Bengal and is the gateway to the North East. The total length of NH-34 is 443.5 kilometres. Over the years, the dispute between the State and Central Departments over the issue of maintenance resulted in this particular stretch, which has been

awarded for four laning on BOT/Annuity basis, developing serious distresses including potholes and it has become nightmarish to travel on this particular highway at any given point of time.

Similarly, the road connectivity between Panagarh and North needs improvement. You may be aware that there is an Army air base Panagarh and, in the coming days, there is a proposal to set up the Headquarters of mountain Striking Brigade in Panagarh with the intention of protecting our borders from external incursion. Hence, I would urge the Hon. Minister to pay special attention towards improvement of road network in these above mentioned areas.

Coming to other issues, we are being told that the Government is setting a target of building roads at a rate of 30 kilometres per day. Though I applaud the good intentions, it is always better to be realistic. I am of the view that the Government take concrete measures in removing the bottlenecks that are hampering the construction of roads, including encroachment of land meant for road construction that is taking place. I think we can see tangible progress in this respect.

Road Safety is really a major concern for all of us. When you look at the estimated road traffic death rate per 100,000 population, as per Global Status Report on Road Safety, 2013, in case of India, it is around 18.9 per cent while in our neighbouring countries like

Bangladesh, Pakistan, Nepal and Sri Lanka, it is 11.6 percent. 17.4 percent, 16 percent and 13.7 percent respectively. The situation in India is quite alarming The Government must therefore take immediate steps to minimize the road accidents in the country. It is estimated that the fatalities is quite high and perhaps we are losing 14 persons as is reported in media. Among other measures like the establishment of model driving training institutions in all states and creating awareness among the general public road safety, I would urge the Ministry to consider deploying "Air Ambulances and trauma center" on major national highways and expressways to save the precious lives of the accident victims. Secondly, there is an urgent need to bring in necessary amendments to the existing Motor Vehicles Act, 1988 covering the entire gamut of issues related to motor vehicles and road safety. The Ministry should issue necessary guidelines or directions to States from time to time for the strict enforcement of traffic rules and, if need be the amount of penalties should be raised to such an extent that it acts as a deterrent and help in improving the safety of people on the roads.

The Pradhan Mantri Gram Sadak Yojana is another important scheme. However, period monitoring should be done to assess the qualities of roads being constructed under the flagship programme.

Another important point is that the Ministry should revisit the toll rates that are charged from the road users. I do agree that one should pay for the services, but my only point is that they should be reasonable and should not pinch the frequent road users.

To sum up the users of national highways throughout the country will definitely benefit with infrastructure development as increased connectivity with far flung areas leads to higher economic activity, besides increasing the employment potential in our country where the unemployment rate is very high. My only request to the hon. Minister is that he should take all the stakeholders into confidence and should start implementing the projects after removing all the hurdles that come in the way of implementation of these very important projects, as otherwise it would only end up in huge delays and cost overruns.

*__SHRI A. ARUNMOZHITHEVAN (CUDDALORE):__ On the discussion on Demands for Grants pertaining to Ministry of Road Transport. I urge to fulfill the following demands pertaining to my constituency:-

1. Four-laning of Cuddalore-Virudhachalam-Veppur- Vkootroad. Heavy traffic is found in the above road corridor. This road provides connectivity to two district Headquarters. I, therefore urge for four-laning of this road.

2. Four laning of Puducherry-Cuddalore-Chidambaram road - This road is in the East Coast Road. Thousands of tourists and pilgrims make use of this road. They are mainly from Chennai and Puducherry. Many accidents also take place in this road. I urge for four laning of this road.

3. Provision of over-bridge at the cross road of Avatti in the assembly segment of Thittakudi in National Highway No.45 - As to avoid traffic congestion and road accident in this road route, there is an urgent need for an over-bridge at the cross road at

* Speech was laid on the Table.

Avatti village. This work should be given priority as this road provides connectivity to Chennai and Tiruchy.

I urge the Hon'ble Minister for Road Transport to fulfill all the demands.

*__SHRI P. R. SUNDARAM (NAMAKKAL):__ Thank you for the opportunity to place some of my suggestions on the sector of Road Surfaces and Highways through Demands for Grants. Roads is an important component in inter modal transport, development with connectivity to various destinations every nook and corner of the country.

As intimated in the Economic Survey this year, our country has one of the largest road networks in the world spread over 48.65 lakhs km. It comprises of national highways, expressways, state highways, major district roads, other district roads and village roads. As far as National Highways are concerned, it plays important role in transporting above 50% of total goods in the country. But the ratio of the length of National Highways is less comparing to State Highways.

There are certain challenges faced by the National Highways sector. Mainly delay in implementation of approved projects of National Highways not only affects the development of transport but also causes for cost escalation which in turn become more difficult in completing the approved projects. Secondly, acquisition of lands for the Road projects has not been completed with the stipulated time. The White Paper issued by the Ministry of Road Transport and

* Speech was laid on the Table.

Highways indicates that the National Highways Authority of India was brought under pressure to award projects without land acquisition and other regulatory clearances. It also indicates that 189 out of 332 NHAI projects in 20 states involving Rs. 27210 crore are struck in dispute like land acquisition and other regulatory clearances. Further it has mentioned that some clearances should be given by the Ministry of Forest which has also become a reason for the delay of sanctioned road projects. Therefore, the Government before sanctioning those new road projects should ensure the clearance in all agencies to avoid struck of the approved projects.

Now Hon'ble Minister has fixed time frame like 30 km of laying NH per day, but this can be done only if clearances obtained from other ministries, state governments in respect of environment and acquisition of lands. I request Hon'ble Minister to initiate action in this regard for the speedy completion of sanctioned projects.

I am very concerned about the road safety in the Indian roads. The number of recorded deaths in our country is 1,40, 000 annually which is highest number in the world. In addition, an estimated 2.2 million people are seriously injured on roads every year. Lack of adequate medical care during the golden hours after the accidents has increased the number more.

Therefore, the Government should take initiative on road safety. Road safety is the important in each components of the traffic management which includes the domains of traffic engineering with vehicle regulation, elements and methods of driver training , traffic enforcement and public awareness. There should be scientific approach in dealing with road accidents. Today police personnel who investigate crashes are neither professionally trained nor do they possess the basic tools to collect evidence and analyze and reconstruct the events leading to the crash.

Hence, I request the government that the it should constitute an agency with modern technological inputs on Road Safety. A separate department on road safety should also be formulated in the Ministry to prevent enormous number of road accidents in the country.

SHRI B. VINOD KUMAR (KARIMNAGAR): Mr. Chairman, Sir, I would like to thank you for giving me this opportunity to speak on the discussion on the Demands for Grants of the Ministry of Road Transport and Highways for the year 2014-15.

The investment proposal by the Ministry for this year is to the tune of Rs.37,880 crore, and that is for the National Highways and State Roads which also include Rs.3,000 crore for the North East.

Sir, there is an ambitious programme of this Government to lay the road of 8,500 km in this financial year. I would like to read a few lines from the *Economic Survey* of this year. It says:

> "India has one of the largest road networks in the world, spread over 48.65 lakh km. It comprises the national highways, expressways, State highways, major district roads, other district roads, and village roads. "

The total length of the National Highways is 92,851 km. These roads have to be developed; and the responsibility lies with the Government of India.

Sir, around 50,000 kilometres was mandated to upgrade and strengthen the roads, out of which till this year, only 21,787 kilometres

was laid. In the same *Economic Survey*, it is also mentioned that 'for the last few years, there is a slowdown in laying the National Highways.' All the details are given there. I do not want to go into all those details because of paucity of time.

However the hon. Minister, in his Press meeting while attending the National Road and Highways Summit, which was organised by the PHD Chambers of Commerce in New Delhi a few days back, said that they are going to take the National Highways worth over Rs. 1,80,000 crore. The Finance Minister, in his Budget Speech, harped on PPP model whereas the hon. Minister while addressing the Press a few days back, said that he is going to consider the EPC (Engineering, Procurement and Construction) instead of PPP model. So, this policy is different from the policy, which was announced by the hon. Finance Minister, which was of PPP. So, I want to get a clarification from the hon. Minister.

Sir, the hon. Minister also said that he is going to hold a meeting with the bankers next month as they have stopped funding various infrastructure projects under PPP model. So, what is this confusion? What is the proposal of this Government, particularly on the National Highways? Although this Government and the earlier NDA Government definitively gave priority to the National Highways yet

this House should know as to what is the real intention of the hon. Minister of having EPC as well as the contention of the hon. Finance Minister of having PPP model.

Sir, the previous Governments, be it UPA or the NDA, took loans from the World Bank worth 1965 million US dollars, from the Asian Development Bank worth 1605 million US dollars. Likewise, they took loans from Japan Bank of International Cooperation and others. I would like to know whether this Government is coming with a proposal to take loans from different financial institutions, particularly from the foreign countries.

Sir, with regard to Demand No. 83, which is mentioned in Volume II on Notes of Demands, page 284, there is a Central Road Fund. This was revamped under the Central Road Fund Act, 2000. This Central Road Fund is being collected on motors spirit and high speed diesel. I would like to know as to what is the revenue receipts of this cess, which is accumulated to the Consolidated Fund of India. In the Demand, it is mentioned that they are going to spend Rs. 17,000 crore under the Central Road Fund. This Central Road Fund not only caters to the needs of the National Highways, there are also grants for the States because the rural roads are also laid under this Central Road Fund.

Just now, my friend from Odisha has stated that there is a lot of difference in regard to this fund being allocated to different States. Here, this Central Road Fund, for the National Highways Grants to inter-State and economical important roads, has given Rs. 4,793 crore. For the National Highways Authority of India, they have given Rs. 9,565 crore. This National Highways Authority of India is going on PPP model and BOT models. Here, my suggestion would be that out of this Central Road Fund, grants may be given to the States so that they can, at least, lay the internal roads connecting the districts and villages. It is because this fund is collected by imposing cess on petrol and diesel consumers.

HON. CHAIRPERSON : Vinod Kumar Ji, your time is up.

SHRI B. VINOD KUMAR : Sir, I am just speaking on the Demands for Grants.

HON. CHAIRPERSON: No doubt you are speaking on Demands for Grants but there is no time.

SHRI B. VINOD KUMAR : Please give me two minutes.

Let me speak on my State, Telangana. I have not yet come to my State. I am speaking on the Demands for Grants only. These are the few issues which we should speak first at least. … (*Interruptions*)

HON. CHAIRPERSON: Vinod Kumar Ji, please help me because there is no time.

SHRI B. VINOD KUMAR : All right, Sir. I will confine to my State of Telangana.

The AP Reorganization Act was passed by this House as well as that House and the State of Telangana was born very recently. There is a provision in this Act that the Ministry of Highways will take the development of roads in Telangana because the percentage of national highways in the State of Telangana is much less when compared to the national average. As Telangana is in the midst of the country, only the national highways, which connect the North and South, are laid but there is no connectivity within the districts of Telangana. So, our hon. Chief Minister, K. Chandrasekhar Rao Garu, has already written a letter to the hon. Prime Minister proposing 20 roads which connect the districts of Telangana region with the national highways.

Lastly, with regard to accidents, last year nearly five lakh accidents occurred in the country. Out of which one lakh people died. The amount, which they have allocated for avoiding accidents, road safety programmes, setting up of facilities on the national highways for road accident victims, was only Rs.150 crore. My request would

be that at least some increase in this amount may be done under this Head so that road safety can be taken care of.

[*]**DR. HEENA VIJAYKUMAR GAVIT (NANDURBAR):** NDA Government has big record in developing roads and Highways. Way back in 1999 itself, Atal Bihari Vajpayee Government had launched National Highways Development Project (NHDA). Six years of NDA regime (1998-2004) has been considered a golden in terms of infrastructural growth. Carrying this legacy forward, Finance Minister Arun Jaitley budgeted an amount of Rs. 37,880 crore for the sector. An amount of Rs. 3,000 crore was issued for roads connecting North-East States. "The sector (roads) had taken shape from 1998-2004 under NDA-I. The sector again needs huge amount of investment along with de-bottlenecking from maze of clearances. UPA could add only 1600 km Highways during 10 yrs of its rule. Finance Ministry also unveiled plan to construct 8,500 km stretch of national highways during 2014-15 which mean around 23 km of highways must be constructed per day. India has emerged as one of the largest PPP markets in the world with over 900 projects in various stages of the development. UPA's dismal record. The road sectors has suffered a lot in last few years and the main reason behind it is delays in clearances, the economic downturn and cautious lending by banks. According to a report, concerned Ministry had awarded 7,500 km of projects since 2012, but work couldn't be

[*] Speech was laid on the Table.

completed and it stuck in middle because of various issues like fund crunch faced by developers and other environmental clearances. According to a report, erstwhile UPA Government could add only 315 km of India's highway network since 2009. The road ministry recently had released a white paper on the issue which said, " Ministries whose contribution was integral to timely completion of the project went about their tasks unmindful and unconcerned with the crisis they were creating due to delayed clearances/sanctions, secure since the system demanded no accountability from them". Earlier, after coming in power the Prime Minister Narendra Modi took the cognizance of the issue and asked the Ministry for a list of highway projects which stuck in middle because of varous reasons. What data say? In terms of road, India's record is dismal in comparison to other countries. India has 53.8 % road which is far less than UK which has cent per cent record on this sector. Even Malaysia (80.9%), South Korea (80.4), China (63.7%) and Indonesia (57.0%) is way ahead from us. The UPA Government in 2013 had admitted that the NDA regime during its term constructed nearly half the total length of national highways laid during the last 32 years. In an affidavit before the Supreme Court, the government had conceded that during 1997-2002 (ninth five-year plan) when NDA was in power, 23,814 km of highways was added. The SC was told that the length of national highways in the

country was 29,023 km in 1980. In 32 years, successive Governments added 47,795 km which expanded total length to 76,818 km by the end of 2012. Though National Highways comprise only 1.7% of total road network but it carries about 40% of road traffic. Currently India has total road network of 46.90 lakh km. If we categorise this, national highways account for 79,116 km, state highways to 1,55,716 km and the remaining 44.55 lakh is 'other roads'. Narendra Modi always highlighted this point in his campaign that good roads and highways are the sign of prosperity for any country. Underscoring this point, Government has announced these reformatory steps aiming to give boost to those sectors. Now only hitch is its implementation part as any project is considered good only if it is implemented in proficient manner.

The following are the important issues of Ministry of Road Transport and Highways related to my Parliamentary Constituency Nandurbar, Maharashtra :-

1. The conversion of State Highway Ankleshwar-Burhanpur into National Highway as a large number of people travel on this road. This road connects two states.
2. The work of 4 lanning National Highway No. 6 Surat -Navapur-Amravati is going at a very pace. This is an important route of

my constituency and the funds may kindly be allocated immediately so that work could be completed at the earliest.

3. The condition of the roads from Shahda-Dhalgaon-Dediapada-Baraoda is very bad. A number of road accidents occurred due to this. The funds for repair work may kindly be allocated immediately.

4. Visarwadi-Nandurbar-Shahada-Khetia-Indore is a State Highway. It should be converted into National Highway as it connects more than one state.

[Translation]

*__SHRI P.P. CHAUDHARY (PALI):__ I would like to congratulate the Hon. Minister for the fact that ever since he assumed charge of this Ministry, there has been a marked improvement in transparency, vision, efficiency and speed in its functioning. India has the largest road network in the world, spanning about 33 lakh kilometres, which includes 92,851 km of National Highways, about 200 km of expressways, 1,63,898 km of State Highways, and 44,55,511 km of major district roads, other district roads and rural roads. In India, about 65 Percent of total freight transport is carried by road, and nearly 80 Percent of the population travels by road.

I would also like to draw attention to the remaining stretch between Bar and Jodhpur in my Lok Sabha Parliamentary Constituency and propose that it be converted into a National Highway. This road is extremely important from strategic, tourism, historical, heritage, handicrafts and educational perspectives. The distance between Bar and Jodhpur is approximately 90 km. If this stretch is declared a National Highway, Jodhpur, Jaisalmer and Barmer will get direct National Highway connectivity with Delhi, and

* Speech was laid on the Table.

new dimensions of development will open up for this agriculturally, mining-wise and industrially significant region.

I would also like to bring to the notice of the Hon. Minister that highways are constructed to enhance convenience and connectivity. However, while constructing highways, keeping in view village habitations and local requirements, the number of underpasses sanctioned at appropriate locations should be increased, so that farmers, traders and local residents do not face hardship. It has often been observed that a farmer's house lies on one side of the highway while his fields are on the other side, forcing him to take a detour of two to three kilometres to reach them. In my Lok Sabha Parliamentary Constituency of Pali, there is an acute shortage of adequate underpasses on the Bar-Pali and Pali-Sumerpur stretches.

Therefore, I would like to request you to kindly ensure that an adequate number of underpasses are constructed on the highways being built in my Pali Parliamentary Constituency and across Rajasthan.

Road safety also falls within the purview of your Ministry. I would like to draw the attention of the Hon. Minister to the accidents occurring on roadways and state that it has generally been observed that many accidents take place at night due to vehicles without tail-

lights, bicycles, bullock carts and tractors. In the event of an accident involving bicycles and small vehicles with heavy vehicles, the likelihood of death is almost absolute. Industrial units and large industrial areas are generally located on highways at some distance from cities and towns. Most of the workers employed in these units return home late at night, often travelling by bicycle. Due to the absence of tail-lights on bicycles, these poor workers frequently fall victim to road accidents.

I, therefore, request the Hon. Minister for Road Transport and Highways to make arrangements across the country for the construction of service roads, in addition to main roadways, leading to industrial areas and large industrial units situated at some distance from cities and towns, so that small vehicles may be protected from road accidents.

I would also like to congratulate the Hon. Minister for ensuring that the work relating to roads and highways under the Ministry and its affiliated agencies is being carried out with impartiality and transparency, which plays a crucial role in the development of the country. The campaign to plant trees along highways, thereby improving the environment, is also commendable. With these words,

I support the Demands for Grants of the Ministry of Road Transport and Highways.

[*]**SHRI AJAY MISRA TENI (KHERI):** My Lok Sabha Parliamentary Constituency of Lakhimpur Kheri is a Terai region, where there is a serious lack of good roads and transport facilities. Since my Parliamentary Constituency has extensive forest areas, rail connectivity is also inadequate, and due to the absence of a broad-gauge railway line, the people here are largely dependent on road transport alone. Lakhimpur Kheri is geographically the largest district in Uttar Pradesh. Being a border district adjoining Nepal, and with Nepal being a friendly country, this area also serves as a main route for people from Nepal travelling to various parts of India. However, residents of villages located deep inside forest areas and across the district face immense difficulty in commuting. There are only two main roads in the district, namely the Belaraya-Panwari highway and the Lucknow-Dudhwa State road, both of which are in a highly dilapidated condition. There is also a severe lack of connecting roads. Many routes remain closed for several months every year due to the absence of causeways, bridges and culverts. The Belaraya-Panwari highway, in particular, remains closed for nearly seven months every year due to the absence of a bridge at Pachpedi Ghat.

[*] Speech was laid on the Table.

This district is naturally very rich and yields good agricultural produce. There is substantial production of paddy, rice, sugarcane, medicinal crops and spices. Uttar Pradesh's only National Park, Dudhwa, is located here. This region is home to several historical heritages and, being a tribal area, is endowed with rich cultural diversity. Numerous folk arts and rural crafts are practised by the local population. For all these reasons, this region has the potential to emerge as a major centre for agriculture, trade and tourism, which would strengthen the economic condition of the people. Agricultural and commercial activities would expand, and tourism could also develop significantly. However, due to the absence of proper roads and transport facilities, none of this potential is being realised. As a result, farmers in my area are facing severe economic hardships, while trade and tourism are also in a very poor state due to the lack of adequate connectivity.

It is indeed unfortunate that despite being a region full of immense potential, this area continues to lag behind due to the absence of roads, bridges and culverts, and the lack of proper transport infrastructure.

I would like to request the Hon. Minister to kindly ensure the repair of both the main roads in my Lok Sabha Parliamentary

Constituency of Lakhimpur Kheri, namely the Belaraya-Panwari road and the Lucknow-Dudhwa road; the construction of a bridge at Pachpedi Ghat; and the construction of the proposed border road in the Nepal border areas. I further request that a comprehensive survey of the entire region be conducted and that proper transport arrangements be made, including the construction of main and link roads as well as bridges and culverts. This will enable my region, which has immense potential in agriculture, trade and tourism, to develop into a prosperous area, and will also help the local people secure employment and become economically stronger.

[English]

*__SHRI BHAGWANTH KHUBA (BIDAR):__ We all know that, as our country's Prime Minister from March 1998 to May 2004 Shri Atal Bihari Vajpayeeji transformed the economic policy framework positively and in a big way.

Telecommunications, civil aviation, banking insurance public sector enterprises, foreign trade and investment, direct and indirect taxes, agricultural produce marketing, small scale industries reservation,urban land ceilings, highways, rural roads, elementary education, ports, electricity, petroleum prices and interest rates were all subject to far-reaching reforms during his tenure. These reforms yielded handsome results and in 2003-2004, growth shifted to above 8%.

Thereafter, it was complacency toward reforms, brazen corruption and outright policy mistakes and gross inaction under the successor UPA Government that cut the growth rate significantly.

A 'Dream project of Shri Vajpayeeji, -- the National Highways Development Project was initiated to upgrade, rehabilitate and widen major highways in India to a higher standard.

* Speech was laid on the Table.

“National Highways” account for only about 2% of the total length of roads, but carry about 40% of the total traffic across the length and breadth of the country.

During 1997-2002, the length added to National Highway was 23814 kilometres, during 2002-2007 it was 9008 kms and during 2007-2012 it was 10228kms.

Under the UPA government, the progress of development of National Highways reduced rapidly due to various problems like delays in land acquisition, environmental and forest clearances, approval of rail over bridges, shifting of utilities, economic slowdown, etc.

The construction of national highways throughout the country will benefit its users, due to infrastructure development which will also help improve their socio-economic condition, increase connectivity with far flung areas resulting in higher economic activity. It will also increase the employment potential for local labourers for project activities.

I therefore request our government to speed up the implementation of Highway development with particular emphasis on the following:

- ACCELERATED ROAD DEVELOPMENT PROGRAMME FOR NORTH EAST (SARDP-NE)
- DEVELOPMENT OF ROADS IN LEFT WING EXTREMISM (LWE) AFFECTED AREA
- ALSO AIM AT THE DEVELOPMENT OF ROADS NOT COVERED UNDER THE NHDP.

I welcome to this demand for grants and thanks the Hon'ble Ministers for transport and national highway Shri Gadkariji and Hon'ble Prime Minister Shri Narendra Modiji to take yet another landmark development and provide the nation with environment safety without cutting the trees with replanting system, this is very useful for our environment and wild life also.

Transport facilitates growth and development in the other sector of economy such as agriculture, mining and tourism sector, travel from one point to another. I would like to suggest the government that according to statistics poor road infrastructure network is therefore one of the priority of government. As we move forward, the department will continue to improve the quality of the road infrastructure in both rural and urban areas, in addition to road construction and maintenance. We will focus our attention towards

the rollout of an integrated transport infrastructure to enable the different modes of transport, especially road and rail transport.

Also, I would like to bring important issue from my constituency, i.e. Upgradation proposals from State Highway into National Highway The proposal has been sent by the State Government of Karnataka to Central Government.

The State Highway 15 starting at border of Karnataka-Maharashtra State near Wanmarpalli of Bidar district is important state highway connecting Deglur, Nanded in Maharashtra, Bidar, Chincholi in Karnataka, Tandur, Maheboobnagar and NH-17 in Telangana State. This highway connects two important Sikh Pilgrim Centers at Nanded in Maharashtra and Bidar in Karnataka, hence I request you in interest of public to kindly upgrade the 'Wanmarpalli-Bidar-Chincholi-Tandur-Maheboobnagar to National Highway 7'. It has total length of 100 kms.

The Basavakalyana in 12th century of social reforming movement of Shri Jagadguru Basavanna in Bidar district is an important historical, pilgrim and tourism center with taluka headquater of large population and also having direct approach to National Highway-9. Due to large volume of traffic in the town, roads are very insufficient to cater to the needs, therefore it is requested to

construct a bypass road to Basavakalyana from NH -9 and end at NH-9 covering the whole Basavakalyana town.

The state highway SH-34 (Aurad-Sadashivgud) starts at border of Karnataka-Maharashtra state in Bidar district and connects at NH-9 passing through Aurad, Bahalki and Basavakalyana talukas and other revenue centers of Bidar district. In view of importance of this road and large public interest, it is requested to convert the ‘Andhara border Jamgi-Sangam-Bhalki-Dadgi Cross-Machlam-Basavkalyana State Highway to National Highway.

Work being proposed under CRF (Central Road Fund) from Bhalki-Hulsoor to Maharashtra border -35 kms -SH 123.

Nimbarga to Nimbal up to Maharashtra border Aland taluka km 00.00 to 25 kms under CRF .

Improvements to road from Adchincholi to Madan Hipparaga-km 0.00 to 10.00 in Aland taluka.

[Translation]

*__SHRIMATI RAMA DEVI (SHEOHAR):__ Roads play an important role in the economic development of the country. India has a vast road network of 36.2 lakh kilometres, which is the second largest road network in the world after the United States. This includes expressways, National Highways, State Highways, major district roads, other district roads and rural roads.

The total length of National Highways and State Highways is 2 lakh 4 thousand kilometres. The break-up of National Highways is as follows.

National Highway	70,934 K.m.
State Public Works Department	42,598 K.m.
National Highways Authority of India	20,666 K.m.
Border Roads organisation	3,892 K.m.
Other agencies	3,778 K.m.

* Speech was laid on the Table.

At present, the total length of the National Highway network is 70,934 kilometres, which constitutes about 2 percent of the total road network of the country. However, nearly 40 percent of the total traffic of the country moves on these National Highways. According to the Planning Commission, about 60 Percent of the total freight traffic and 90 Percent of the total passenger traffic in the country moves on roads. Between 2001-02 and 2005-06, the number of vehicles increased at an annual rate of 10 percent, and as a result, road traffic increased at the rate of 7 to 10 percent. At present, road transport accounts for about 60 percent of total freight traffic and 87.4 percent of total passenger traffic, and this continues to increase. Due to this unprecedented growth in road traffic, there is an urgent need for extensive expansion and improvement of the country's road network. This will require substantial financial resources supported by an efficient system and trained manpower. At present, 33 percent of villages in India are not connected by all-weather paved roads.

The UPA Government had announced that 35,000 kilometres of roads would be constructed over a period of five years up to March 2014, at a cost of Rs. 3.09 lakh crore, of which Rs. 1.81 lakh crore was to come from the private sector. This translated to construction of 20 kilometres per day. Sixty Percent of National Highway roads were

to be built under the PPP model on the BOT pattern. However, the Ministry was far from achieving this target. According to the Planning Commission, between April 2009 and March 2010, only 8 kilometres of roads could be constructed per day. The then Minister, Shri Kamal Nath ji, had stated that contracts for the construction of 15,000 kilometres of roads would be awarded. However, contracts were awarded for only 3,166 kilometres, which was merely 21 percent of the target.

There was no commendable performance in achieving either the financial or the physical targets. In Naxal-affected areas, the development of National Highways and State roads, which is a sensitive programme, suffered due to the re-inviting of tenders, resulting in the non-utilisation of Rs. 50 crore in time. In addition, an allocation of Rs. 20 crore for the development of the Vijayawada-Ranchi National Highway could not be utilised because even after the lapse of one year, the process of preparing a note for obtaining approval from the Cabinet Committee on Infrastructure was still ongoing. Due to the slow progress of works being implemented by the Border Roads Organisation, Rs. 500 crore under the SARDP-NE remained unutilised. There are numerous such instances where

projects are running significantly behind schedule due to the non-utilisation of allocated funds.

NHDP Projects

NHDP Scheme	*Attribute*	Started	aim	Work completed
NHDP-III	Phone Lanning	2005-06	12.109 K.m.	1922 K.m.
NHDP-Four	Two lanes with paved shoulders	2010-11	20,000 K.m.	Zero
NHDP-5	six laning	2006-07	6500 K.m.	407 K.m.
NHDP-VI	Construction of the expressway	2010-11	1000 K.m.	Zero
NHDP-VII	Construction of ring roads, overbridges, bypasses	2008-09	700 K.m.	Zero
SARDP-NE	Special Accelerated Road Development for North Eastern Region	2010-11	388 K.m.	Zero
Other High Paths		2005-06	1383 K.m.	926 K.m.

A total of			42080 K.m.	2848 K.m.

In the 1990s, the National Highways Development Programme (NHDP) projects were initiated, under which 54,000 kilometres of highways were to be widened and upgraded. This programme, implemented by a single agency, was the largest such initiative in the world. An investment of 67 billion dollars was envisaged. However, during the UPA-I and UPA-II periods, there were significant delays in the NHDP projects, and the progress of most projects remained slow. Even after the lapse of a reasonable period, the delay in completion of the North-South and East-West Corridors is beyond comprehension. The National Highways Authority of India, despite having adequate funds at its disposal, does not appear to be sufficiently serious about implementing major projects in accordance with its capacity. During the year 2009-10, only 40 percent of the allocated amount of Rs. 30,000 crore was spent. The UPA failed in road construction. In fact, the Ministry failed entirely, and this is substantiated by the fact that out of Rs. 30,000 crore, only 40 percent could be utilised. The share of public transport in the total number of vehicles, in terms of buses, has declined from 11 percent in 1950 to

just 1.1 percent in 2004. By transforming public transport systems in the country, congestion on roads as well as pollution can be significantly reduced.

Under the PPP mode, 41 projects are being implemented under the BOT (Annuity) model at a cost of Rs. 24,386 crore, under which the Ministry is required to make annuity payments averaging Rs. 5,263 crore per year. At present, the NHAI is awarding about 2,000 kilometres per year under the BOT (Annuity) model. However, it is surprising to note that the Ministry is required to make annuity payments amounting to Rs. 83,794 crore for road construction.

Petrol pumps are operating on highways without obtaining No Objection Certificates from the Ministry of Road Transport and Highways. As per the law of the land, a No Objection Certificate from the Ministry of Road Transport and Highways is mandatory for operating petrol pumps on highways. However, during the tenure of the UPA Government, it has been observed that a large number of petrol pumps belonging to various Government companies are being operated unauthorisedly without obtaining the requisite No Objection Certificate from the Ministry of Road Transport and Highways, while the Ministry has remained a mute spectator. In Tamil Nadu, 150 petrol

pumps, and in Puducherry, 16 petrol pumps are operating without the mandatory No Objection Certificate.

In the year 1997-98, the total length of National Highways was 38,445 kilometres. During 1997-98, the following steps were taken. The National Highways Act was amended to enable the levy of toll tax. Participation of the private sector was allowed on a BOT basis. It was decided to compensate BOT projects, in accordance with international standards, where difficulties were being faced in the collection of toll tax. Eleven BOT projects costing Rs. 530 crore were approved. The process of land acquisition was simplified so that private developers could develop restaurants, motels and rest or parking areas along National Highways. Foreign Direct Investment was permitted up to 74 percent in road construction and maintenance, and up to 51 percent in support services such as the operation of highway bridges and toll roads. Memoranda of Understanding were signed with Malaysia and Canada to obtain technical cooperation in road construction and maintenance. Arrangements were made for international funding through the World Bank, the Asian Development Bank and Japan’s OECF. As a result of these efforts, the length of National Highways, which stood at 38,335 kilometres in 1997-98, increased by nearly 20,000 kilometres to reach 58,112

kilometres. Thereafter, no further significant increase in length could be achieved. On the other hand, under the leadership of Shri Atal Bihari Vajpayee, the NDA constructed 20,000 kilometres of National Highways. In order to strengthen the financial position of the National Highways Authority of India, it was authorised to raise funds from the market. One hundred Percent foreign equity was permitted for projects involving investments of up to Rs. 1,500 crore. In 1999-2000, the NHAI was authorised to initiate the National Highways Development Programme. In the year 2000-01, the Central Road Fund Ordinance was enacted as a Bill by Parliament, providing for the establishment of the Central Road Fund.

During the financial year 2001-02, the NDA awarded contracts for the construction of 3,476 kilometres of roads. During the period from 2000-01 to 2003-04, the NDA awarded road construction contracts covering 5,384 kilometres. During the NDA regime, expenditure was increased by 300 Percent and was consistently maintained. Funds were utilised in a timely manner. In contrast, during the UPA regime, although allocations were increased, expenditure was not incurred on time, as a result of which no tangible progress was visible on the ground. At present, 268 projects are running behind schedule, including 122 projects of the National

Highways Authority of India. The capital expenditure of the NHAI, which stood at Rs. 746 crore in 1999-2000 (constituting 0.04 Percent of GDP), increased to Rs. 9,525 crore in 2003-04 (constituting 0.33 Percent of GDP). During the NDA period, the construction cost was Rs. 4-5 crore per kilometre, which has now increased to Rs. 11.5 crore per kilometre. Against a target of 42,080 kilometres over five years, the UPA constructed only 2,848 kilometres of roads. The Golden Quadrilateral Project, covering 5,846 kilometres, was the first project initiated under the NHDP during the NDA regime. By 2004-05, the NDA had completed four-laning or six-laning of 77 percent, that is, 4,480 kilometres, of this project. In the year 2004-05 alone, 1,868 kilometres of road construction was completed.

The Union Government imposed a cess on petrol with effect from 02.06.1998 at the rate of Rs. 1 per litre in order to establish the Central Road Fund. Up to 31.03.2003, a cess at the rate of Rs. 1 per litre was levied on petrol and high-speed diesel, which was increased to Rs. 1.50 per litre with effect from 01.04.2003. With effect from 01.04.2005, an additional cess of Rs. 0.50 per litre on petrol and high-speed diesel was imposed exclusively for National Highways. The amount so collected is credited to the Central Road Fund, out of which 50 Percent is earmarked for rural roads, 12.5 percent for Railways,

and the remaining portion for National Highways. The collections under the Central Road Fund amounted to Rs. 12,206 crore in 2006-07, Rs. 13,264 crore in 2007-08, Rs. 15,198 crore in 2008-09, and Rs. 15,264 crore in 2009-10. With the increase in the Central Road Fund, allocations to the States would naturally increase. However, during the year 2009-10, an amount of approximately Rs. 86 crore remained unutilised due to the non-receipt of No Objection Certificates from the States and Union Territories, or due to the non-receipt of proposals for approval.

The Ministry should constitute a monitoring mechanism to ensure judicious utilisation of funds allocated under this head. The Ministry of Road Transport and Highways needs to be more proactive and should take up this matter with the concerned State Governments to ensure that proposals and utilisation certificates are received in time so that funds can be released and effectively utilised.

One of the major reasons for failure in road construction is the lack of effective coordination among agencies. There is an absence of proper coordination between various agencies at different stages of road construction. Poor performance of contractors, collusion, and delays further aggravate the situation.

In this context, the State Government, in pursuance of the said directions, submitted an estimate amounting to Rs. 167.13 crore for comprehensive rehabilitation on 20.09.2010. However, approval for the same has not been accorded by the Ministry of Road Transport and Highways till date.

The average length of NH per one lakh population is as follows:-

National Average	6.17 km
Bihar	3.99 km
Assam	9.63 km
Gujarat	5.73 km
Haryana	6.26 km
Karnataka	7.64 km
Madhya Pradesh	6.79 km
Orissa	9.34 km
Punjab	5.83 km
Rajasthan	8.65 km

Schemes should be formulated after taking into account the views and cooperation of local representatives, particularly Members of Parliament and Members of Legislative Assemblies. Proposals received from the States should be approved expeditiously so that project costs do not escalate due to delays. The National Highways Authority of India should obtain No Objection Certificates from the Railways before the commencement of projects, and the process of land acquisition should also be completed prior to the start of work. It should be ensured in advance that environmental clearances have been obtained before initiating any project. Encroachments on National Highways and issues relating to local law and order should be taken seriously and effectively controlled. The National Highways Authority of India has awarded 324 projects, out of which 118 projects are stuck in arbitration. According to a World Bank report of October 2009, an amount of Rs. 9,000 crore has been blocked due to arbitration. This issue must be resolved without delay. The Ministry of Road Transport and Highways must play an active role and ensure that projects are completed within the stipulated time. Contractors should not be given any leeway to delay projects on any ground. Proper inspection and effective monitoring should be ensured to maintain the pace of work. Coordination should be established among

the Ministry, the National Highways Authority of India, State Governments and private agencies. The Ministry of Road Transport and Highways should make arrangements for ambulances and trauma care equipment to provide immediate emergency medical assistance to accident victims on all National Highways. Adequate attention should also be given to providing parking facilities, food centres and trauma care centres on both sides of National Highways and other strategically important roads. Regional Transport Offices across the country should be fully computerised. Overloading must be strictly prohibited, as it is a major cause of damage to roads. Adequate focus should be placed on the development of inter-State road connectivity, rural roads and roads of economic importance. Rehabilitation of landowners whose land has been acquired for road projects should be expedited so that projects are not hindered. The legislative proposal for constituting the proposed National Road Safety and Traffic Management Board should be comprehensive and complete. The Union Government should establish an Expressway Authority at the earliest so that the target of constructing 18,637 kilometres of expressways by 2022 can be realistically achieved.

[English]

*__SHRI M. MURLI MOHAN (RAJAHMUNDRY):__ I take this opportunity to express my profound gratitude for my able, dynamic leader and techno-savvy Chief Minister of Andhra Pradesh, Shri N. Chandra Babu Naidu garu, for enabling me to enter this temple of Democracy. I am sure under his leadership, the State of Andhra Pradesh will reach greater heights and he will bring pristine glory. I am also deeply indebted to my people of Rajahmundry Constituency for having reposed faith in me. I also like to express my sincere greetings and felicitations to Shri Narendra Modi Ji, Hon'ble Prime Minister of India, a people's leader and his entire team of Ministers.

While supporting the Demands for Grants by the Ministry of Road Transport and Highways for year 2014-15, I would like to make some suggestions and observations regarding construction of National Highways.

Road transport is one of the most promising and potent means for rapid industrialization and agricultural advancement. It plays an important role in the economy of the country and is particularly suitable for short and medium distance. It provides the basic

* Speech was laid on the Table.

infrastructure for bringing the majority of the people who are living in far off villages into the mainstream of life by connecting them with the rest of the country.

While Railways occupy the predominant position in the transport network in the country, the role of road transport has steadily been increasing. With the spread of green revolution in the country and industrial growth and opening up of new areas, the road transport has assumed greater importance as the growing demands for supply of inputs like fertilizers, seeds etc. as well as the transport of agricultural produce to markets have to be met largely by road transport.

Secondly, the quality of the roads is inadequate and cannot meet the needs of the efficient and fast moving transportation. National Highways which are the prime arterial routes span about 58112 km throughout the country and cater to about 45% of the total road transport demand.

The National Highway Development Programme (NHDP) which was launched in 1999 is to give a boost to the economic development of the country. As we all know, the programme is being implemented by National Highway Authority of India (NHAI). Golden Quadrilateral (GQ) comprising the National Highways connecting the

four metro cities Delhi, Mumbai, Chennai and Kolkata and has the total length 5846 km.

Although we have made much progress in the development of roads sector, there is a lot to be done in construction of certain National Highways projects in various parts of the country particularly in the State of Andhra Pradesh which has no capital city till now. Due to bifurcation of this state, the state has to invest for the development of roads and highways. I would urge upon the Minister to kindly allocate adequate funds liberally.

Thirdly, I understand that the Ministry of Road Transport and Highways are facing some bottlenecks/hurdles in completion of the ongoing projects due to litigation of construction sites allocated for road networks. The Ministry is also facing major issues like, heavy taxes, no proper maintenance, lack of co-ordination, less roads in rural areas, lack of sufficient guest houses along the road, insufficient management and services and bad conditions of roads. I would request the Hon'ble Minister to kindly to address these issues.

I would like to bring to the notice of august House regarding increasing rise in accidents occurring on National Highways and other parts of the country. I observe that the existing emergency services of Ambulances and traffic police at road side, are not adequate to deal

with the situation. Due to lack of non-availability of ambulances, 90% of the people have suffered irreparable loss of lives.

I would request the Minister to kindly to provide medical ambulances at the vulnerable points/accident prone areas atleast for every 15 km with deployment of sufficient doctors and traffic police round the clock. I would also rise important issue that due to accidents, most of common people particularly poor and vulnerable sections of the society, where the death of the main bread-winners of the family, has caused deep anguish and pain over loss of their loved one. I would request the Central Government to formulate any scheme/plan for compensation to the victims family so that the dependents of kith and kin of the deceased persons will eke out their livelihood without any hardship. In this regard, I would urge upon the Central Government to formulate any scheme for compensation to the victims of the kith and kin by consulting various stake-holders of insurance companies.

Coming to the Budget allocation, the Hon'ble Finance Minister in his maiden budget was kind enough by sanctioning an allocation of Rs. 37,880 crores to the National Highways Authority of India and State Roads which is a welcome step. It is indicative of the fact that the Finance Minister has given more priority for infrastructure development including roads and highways expansion.

Finally, I would like to state that the existing roads of my Rajahmundry Constituency are very narrow. A relook at expansion of widening of roads in the entire city of Rahahmundry is an urgent need of the hour. I would request the Hon'ble Minister, to kindly sanction adequate funds to the tune of Rs. 500 crores in order to meet its demand for expansion of roads.

Rajahmundry is situated on banks of River Godavari. Pushkarams fall after every 12 years whereas Mahakumbamela falls after every 144 years and next Mahakumbamela falls in River Godavari, in July, 2015. I would earnestly request the Government to allocate Rs. 500 crores for expanding and widening roads with due impetus given to greenery.

With these comments, I offer my support and endorse the Demand for Grants for 2012-13 as worth of adoption.

[Translation]

*__SHRI GANESH SINGH (SATNA):__ Our country has the largest road network in the world. At present, there are a total of 48.85 lakh kilometres of roads, of which 94,567 kilometres are National Highways, 1,42,687 kilometres are State Highways, and 46,49,562 kilometres are other roads.

The State from which I come has about 80,000 kilometres of roads. There are 21 National Highways in the State, with a total length of 5,184 kilometres. From my Lok Sabha Parliamentary Constituency, National Highway Numbers 7 and 75 pass through.

In the construction of National Highways, more than 260 projects, involving an expenditure of Rs. 60,000 crore, have remained stalled under the PPP model. Due to the negligence of the UPA Government, work on 265 roads had to be taken back by the Government, out of which only five could be completed. This clearly shows that the UPA Government had no real interest in the construction of National Highways.

During the tenure of the Government led by Shri Atal Bihari Vajpayee, roads were constructed at the rate of 18 kilometres per day,

* Speech was laid on the Table.

whereas the UPA Government reduced this average to merely 4 kilometres per day.

Now, our Government has set a target of constructing 30 kilometres of roads per day. For the current year, a target of constructing 8,500 kilometres of National Highways has been fixed. In this Budget, an allocation of Rs. 37,880 crore has been made. This includes Rs. 3,000 crore for the North-Eastern States. A provision of Rs. 500 crore has been made in the Budget for preparing Detailed Project Reports for industrial corridors.

To prevent road accidents, 450 accident-prone locations have been identified where accidents occur repeatedly. From my Lok Sabha Parliamentary Constituency of Satna, National Highway Number 75 passes through, and accidents occur every day on the Satna-Bela stretch. Similarly, on National Highway Number 7, accidents take place daily between the Bela and Jukehi stretches.

I demand from the Hon. Minister that in Madhya Pradesh there are 5,184 kilometres of National Highways, and the condition of most of these roads is unsatisfactory. Proposals for repairing these roads and for the construction of bypasses for several cities have been sent by the State Government, but funds have not been released till date. From my Lok Sabha Parliamentary Constituency of Satna, National

Highway Numbers 7 and 75 pass through. Although in-principle approval had been granted for four-laning both these National Highways, the work has not yet commenced. I demand that the work on both these highways be started immediately. Further, National Highway Number 75 passes through Satna city, where there is excessive congestion. Approval should be granted for the construction of flyovers from Circuit House via Semaria Chowk to Birla Road, and from Circuit House Chowk to City Kotwali.

On National Highway Number 7, approval should be accorded for the construction of bypasses at Amarpatan town and near the Pondi Ram Darbar temple beyond Maihar. The Satna-Semaria-Sirnaur-Jawa-Shankargarh-Allahabad road should be constructed through the Central Road Fund. National Highway Number 75, connecting Jhansi to Singrauli, is an extremely important road, but it has been reduced to a series of potholes. The construction and upgradation of this road is urgently required.

Among the five States mentioned last year for road accidents, Madhya Pradesh ranks third. Therefore, I demand that among the 450 accident-prone locations that have been identified, those locations in Madhya Pradesh where accidents occur most frequently should also be included. In addition, as per National Highway policy, there is a

provision to provide one ambulance and one crane every 40 kilometres, but these facilities are virtually non-existent in our area. In my Lok Sabha Parliamentary Constituency of Satna, these facilities are available neither on National Highway Number 7 nor on National Highway Number 75. I would like to demand that these facilities be provided on both these National Highways. Looking at the condition of these two roads in my area, it appears that they are National Highways only in name.

Proposals of the State Government relating to bypass land acquisition, construction, road safety, ROBs, RUBs, major bridges and medium bridges are pending consideration. Similarly, approvals are pending for the Bamittha-Khajuraho-Thumra road, Sidhi-Singrauli National Highway Number 75, Rewa-Sidhi-Mangawan-Chakghat road, Katni-Shahdol-Anuppur road, National Highway Number 78, Bhopal-Vyavara National Highway Number 12, Jabalpur-Bhopal-Vyavara-Rajgarh road, Rewa-Hanumana road, Jabalpur-Mandla road, and the road from Chilpi up to the Chhattisgarh border. I demand that approvals for all these projects be granted at the earliest.

[*]**SHRI A.T. NANA PATIL (JALGAON):** Our Hon. Prime Minister Shri Narendra Modi Sahab has laid considerable emphasis on infrastructure in this Budget, and we are fortunate to have a development-oriented Minister like Shri Nitin Gadkari.

I state with pride that during the NDA Government, under the leadership of Hon. Shri Atal Bihari Vajpayee ji, when the programme for construction of highway roads was initiated, our present Minister for Road Transport and Highways, Shri Nitin Gadkari ji, made a very significant contribution to it. At that time, he was the PWD Minister in Maharashtra, and his advice was also taken into account by the Government.

Even today, in Mumbai city, most of the flyovers and bridges that have been constructed were conceptualised by our Hon. Minister of Road Transport and Highways, Shri Gadkari Sahab. Such a Minister has been entrusted with this responsibility, and we have great expectations from him. Over the past ten years, the highway transport programme progressed at a very slow pace, and now it is imperative that this work be carried out with much greater speed.

[*] Speech was laid on the Table.

I come from the State of Maharashtra. My Parliamentary Constituency is Jalgaon, through which National Highway Number 6 passes. On this very highway, the work of the Dhule to Amravati stretch was awarded to L&T Company through tender nearly two years ago, but the work has not yet commenced. I request the Hon. Minister to ensure that the work on this highway passing through my area is started at the earliest. The important issue is that land acquisition for this road in our area has already been completed, but the compensation paid to farmers has been very inadequate. I would like to demand that farmers be paid fair compensation. I further request that the highway from Chalisgaon to Aurangabad passing through Paranadevi be approved. This will eliminate the need to cross a ghat section similar to Kannauj, and will result in substantial savings in travel time for those commuting to Aurangabad.

I also would like to request the Hon. Minister that over the past five years, my area has received negligible funds under the Central Road Fund. Therefore, I would like to urge that the maximum possible allocation of Central Road Fund resources be made for the construction of roads in my region.

I would like to request the Hon. Minister to kindly allocate the maximum possible funds for the construction of railway flyover

bridges in my area. Approval may be accorded for the railway overbridges at Shivajinagar, the Railway Overbridge, Asoda Railway Overbridge, Kajgaon Railway Overbridge, and the Dudh Federation Jalgaon Railway Overbridge.

I further request the Hon. Minister to look into the issue of the check-posts installed on National Highway Number 6 and on the Chalisgaon-Malegaon road passing through my area. For many years, money has been collected at these check-posts. I would like to urge that an inquiry be conducted and that these check-posts, which are involved in the collection of excess charges, be closed.

[English]

SHRI SANKAR PRASAD DATTA (TRIPURA WEST): Hon. Mr. Chairman, Sir, this is the first time that I rise in this august House to speak. This is my maiden speech. I hope you will help me.

HON. CHAIRPERSON: Be brief.

SHRI SANKAR PRASAD DATTA : Sir, our hon. Road Transport and Highways Minister has proposed a 21 per cent increase in the Budget for this year. All of us know that though people are thinking of going to the Moon on a regular basis, still road transport has taken an important part in conveyance. In this respect, I would like to say that there is 21 per cent increase in the Budget allocation. It is a hopeful thing. But in the case of North-Eastern States, only Rs.3,000 crore has been allocated. It is less than Rs.300 crore from the previous year, that is, 2013-14. So, it is my request to the hon. Minister to look in this matter.

If we go from Kolkata by road up to Agartala, in my State Capital, the roads of the southern part of West Bengal, the roads of North Bengal and its bridges and the roads of Assam and Meghalaya are not in good condition. Our Minister has proposed that this year 8500 kilometres of road will be constructed. I hope the Minister will

look into the matter of road condition in the case of North-East as the roads in the North-East are not in a good condition.

Sir, in the Northeast, extremism is a problem. I think that due to lack of connectivity, which is one of the reasons, this problem is increasing. So, it is my humble request that the issue may be looked into seriously.

Sir, now I come to my State Tripura. It is a sad state of affairs that in the last three years all the 31 States got money from the Central Government to construct National Highways and other roads, but the State of Tripura did not get a single penny. Therefore, I request the hon. Minister to see to it as to why Tripura did not get any money. I hope that he will look into this matter and fulfil the demand of the people of Tripura.

I would also like to say that there are 21000 kilometres of four-lane roads in our country. In view of the length of four-lane roads in India, the Northeast is in a very bad position. The five States of Northeast - Tripura, Arunachal Pradesh, Mizoram, Nagaland and Sikkim - including the Andaman Islands, Dadra and Nagar Haveli and Daman and Diu have not even a single kilometer of four-lane road. The former Prime Minister, Dr. Manmohan Singh, on 29 October, 2005 declared in our State, among a huge gathering, that the National

Highway No.44, which goes through our State, would be converted into a four-lane road. But, it was all in vain. It is my request that 331 kilometres of National Highway should be constructed and necessary money for this should be provided by the Central Ministry.

My last point is about the link road from Kukital to Sabroom. The length of this road is 331 kilometres. But, a few days back, the Central Government announced that only a stretch of 133 kilometres of it, which is the middle portion, will be constructed. From Kukital to Sabroom, this is the fag end link road of our State. During rainy season, due to incidents of landslides, the people of Tripura suffer a lot. So, on behalf of the people of Tripura, my first demand is that the National Highway from Dharmanagar to Sabroom and the National Highway No. 44 No.208, from Kukital to Sabroom, should be constructed, immediately.

With these words I thank and conclude.

*__SHRI P. KUMAR (TIRUCHIRAPPALLI) :__ I support the Demands for Grants of the Ministry of Surface Transport and Highways.

Against Demand No. 83, for the Ministry of Road Transport and Highways, the Government had allocated Rs. 34,880 crore for this year. I also find that there is a separate allocation of Rs. 3000 crore exclusively for the North East. There is also a provision for Women Safety on Public Road Transport, which will be funded from the Nirbhaya Fund. There has been a constant increase in the yearly allocation for the Ministry over the last few years, but from the point of view of infrastructural facilities provided to the people, it does not commensurate with the allocation.

Anyway, while supporting the Demands of this Ministry, I would like to point out certain difficulties that people are facing in connection with the road infrastructure that we have in India.

India has one of the largest road network in the world, spread over 48.65 lakh km. It comprises of national Highways, Expressways, Stateways, Major District Roads and other District Roads, and also village roads. The National Highways has a total length of 92,850 km; this serves as the arterial network of the country. The development of

* Speech was laid on the Table.

National Highways is the responsibility of the Centre. It has been mandated to upgrade and strengthen a total of 54,478 of NHs, through various phases of the National Highway Development Project. Out of this, about 21,800 km has been completed till March 2014 and the rest are to be completed in the years to come. It is sad to note that the pace of construction over the last few years has been very tardy, due to various reasons. I earnestly appeal to the Hon'ble Minister to complete them early.

I am happy that the Union Budget 2014-15 has given importance to fast-tracking of Highways Projects and to improving the road infrastructure to augment the nation's arterial network. Here I am reminded of the period when the Golden Quadrilateral Project was conceived for the first time, during the NDA's time, more than a decade back. I am happy that it has gone a long way in building road infrastructure and it is a great success now.

I am also happy that the Minister of Road Transport and Highways has asked the Prime Minister to allow him to clear project of over Rs. 1000 crore, which have been delayed inordinately due to various reasons. I am also happy that the Ministry on its own brought out a White Paper on NHAI. We are saddened to note that the UPA Government had halted the NHAI. It states that about 57% of the

projects were stuck due to previous Government's policy paralysis. It points a finger at projects being awarded without land acquisition, without mandatory clearance from the other Ministries, etc. Today, the construction of roads is just 3 km per day; and 250 road projects worth Rs. 60,000 crore were delayed. I hope that the Minister would take note of all these things and complete the projects. I also note that the Government has given an ambitious target to build 30 kms per day. Let us hope that this Government achieves the target set for itself.

When we think of roads, immediately the road accidents come to our mind. Everyday, there are umpteen number of road accidents take place on Indian roads. Is it not the responsibility of the Government to save the lives of its citizens? Accidents happen due to various reasons. But it is the duty of the Government to take care of them. Apart from the allocation from the government of India, the National Highway Authority of India gets a part of the fuel cess imposed on petrol and diesel, to fund the Highway Development Projects. When it gets so much money, it should take care of the patients in case of accidents. Hence, I suggest that a separate fund may be created from out of this money, so that it could be utilized for welfare of road users. The cess is being collected from the public, on the per-litre basis, and so, with every litre of petrol or diesel that is purchased, the cess is

collected and it is collected in several crores per year. When the Government collects so much from the public, it should also reciprocate in case of accidental death and injury. Though it would not compensate for the loss of life and injury, but it would be a welcome step, if the Government considers this.

Second major concern of the road users of National Highways is the toll-related issues. Toll is being collected from the road user, but there are certain issues of toll from the people who are residing on either side of the toll centres in the villages or even in cities. They are not able to pass though the toll roads, freely; and this is a major concern. Secondly, on highly congested roads, toll is adding to the congestion, as we saw in Delhi-Gurgaon Toll Road. So, the Hon. Minister has to take into consideration these concerns and do the needful.

Coming to the problem that people in my constituency Trichy face we know that there is an ancient temple in Srirangam. Here, the National Highway No. 45 divides Srirangam into two, namely Kondayampettai and Ponnurangapuram areas, in Ward No. 6 within the Tiruchirappalli Corporation limits.

When this NH-45 was constructed as a pucca six-lane Highway during UPA period, adequate attention was not paid to the free access

of people from Kondayampettai to Grand Annicut via. Ponnrangapuram and vice versa.

Hence, the people from Kondayampettai are not able freely go to the other side, that is, Ponnarangapuram. However, people often cross over this Highway, unmindful of the traffic, thus leading to several accidents, putting the lives of the people in great danger.

To avoid recurrence of such accidents, if the National Highway is reconstructed as a flyover at this junction, it would be of very great help to the people of my constituency.

On the National Highway-45, people are not able to go from the TVS Toll Gate side to Ponmalai side, because there is no access. People of my constituency are undergoing a lot of undue suffering because of this. So, to enable people to go from TVS Toll Gate side to Ponmalai side, I request the Hon'ble Minister to allocate fund to construct a flyover on NH-45 in my constituency. I will be happy if a decision is taken and a flyover constructed immediately.

Similarly, on the National Highways, regularly Goods Carrier trucks/lorries pass through and the drivers and cleaners drive continuously for hours together. For their rest leisure, I feel that it will be good if a resting place with toilet facility is constructed at a distance

of every 50 kms. on the National Highways. I request the Hon'ble Minister to kindly look into this and do the needful.

The next point is in connection with the toll charges being collected from farmers. In almost all the rural areas, we have many villages where farmers produce agriculture commodities and we often see them taking their produce in tractor and other vehicles. Presently, toll charges are being collected from them also. I feel that it will be a good gesture on the part of us, if the Government decides not to collect from the farmers when they carry farm products in their trucks and other vehicles. I request the Government to consider this sympathetically and take a decision in this regard soon.

Similarly, I request the Hon. Minister to instruct the NHAI so that toll is not collected from the handicapped person.

With the hope that the Hon'ble Minister would take care of all this, I support the Demands for Grants once again and I conclude.

*__SHRI M. UDHAYAKUMAR (DINDIGUL):__ I have been elected from Dindigul constituency of Tamil Nadu State by the blessing of our Supremo Hon'ble Chief Minister Dr. Puratchi Thalaivi Ammaji (J. Jayalalitha) of Tamil Nadu who has dedicated her life solely for Tamil Nadu's growth which is very clear in her very slogan "Makkalukaha Naan, Makkalal Naan" that means "I am for the People and I am by the People"

I would like to bring to the kind attention of Hon'ble Minister some of the following points which I need for my constituency urgently. There is a

need to extend the NH Road from Coimbatore to Dindigul to ECR via Natham, Kottampatti, Singampunari, Thirupathur and Karaikudi.

The NHAI is proposing to expand the Dindigul-Coimbatore-Hasanur portion of the NH 209. The said proposal may be extended from Dindigul connecting east coast road via Natham, Kottampatti, Singanpanari, Thirupathur and Karaikudi. The Dindigal-Coimbature-Hasanur Road runs through Ottanchathiram, Palani, Udumalpet, Pollachi, Annur and Satyamangalam. The by-pass will be built in Ottanchattiram, Chatrapatti, Ayakkudi, Madathukulam, Udumalpet

* Speech was laid on the Table.

and Pollachi. If this could be extended up to East coast road many of the entire trade cities covering 7 southern district of Tamil Nadu will get the benefit of extending the road as well as the Ministry of Road and Transport will get more benefit out of this extension.

There is a need to pave a ring road connecting East and South of Dindigul Municipal Corporation Area in order to avoid Traffic Jam.

I would like to bring to kind attention of Honourable Road and Transport Minister again the need for a Ring Road in Dindigul Municipal Corporation Area to connect the East and the South Areas.

Dindigul, being well known Industrial Area, it is very thickly populated and the transportation is much at the peak time to go for a ring road which connects East and South. We have already a ring road connecting West and North. If this could be undertaken immediately at least many of the traffic jams that are taking place every now and then could be avoided and the transportation can be made smoothly without disturbing the public. So, I urge the Hon'ble Road and Transportation Minister to take into consideration the public demand and do the needful for the public.

There is also need to take adequate steps to prevent Road Accident in the NH Road between Ottanchattram to Dindigul by straightening the Road where it is necessary.

There is a demand to straighten the road between Ottanchattram to Dindigul. As all of you are aware many of the accidents are occurring in this area.

I would like to bring to the kind attention to the Hon’ble Road and Transport Minister once again the need to straighten the NH Road which is from Ottanchattram to Dindigul. Every day there are several accidents taking place in this area. If the roads are straightened then we can avoid lot of accidents occurring in this area.

SHRI MEKAPATI RAJA MOHAN REDDY (NELLORE): Thank you very much, Mr. Chairman, Sir, for giving me this opportunity to speak on this subject.

Sir, as everybody knows, roads are lifeline of a nation. Roads are also index of civilization. Here, I remember famous lines of an American President, Eisenhower "America did not build the roads, it is roads that built America." Such is the importance of roads.

I congratulate the new Road Transport Minister's plan to scale up the construction of roads up to 30 kilometres per day by 2016. The Government wants to add 1.55 to 2 per cent to India's GDP through the developments of roads, ports and airports in the next one and a half years.

Sir, Mr. Gadkari, as Minister of Transport in Maharashtra, did a wonderful job in completing the Mumbai-Pune road, six-laning of Cement Concrete road. That road actually goes to his credit and he has completed the road well before the target date. Now, he wants to complete 30 kms. of National Highways per day, which would really be a commendable job if he does so. I am saying this because the UPA Government had targeted 20 kms. per day, but they could achieve only 5.2 kms. in the last fiscal. This year also, we would like to complete

8,500 kms., which works out to 23 kms. per day. If he does so, then this is a very appreciable thing.

The delay in execution of National Highways is for three reasons, namely, land acquisition, environmental clearance and lack of availability of aggregate and sand quarries. Unless, land acquisition is done prior to taking up the projects, it is very difficult. I hope that the hon. Minister will concentrate on this issue.

As regards environmental clearance, yesterday, the hon. Minister for Environment and Forests -- while replying to the discussion on his Ministry's Grants -- categorically stated that he is going to simplify the rules in giving clearances. This is a welcome step, and it is going to solve the environmental problems.

As regards aggregate and sand availability also, the hon. Minister -- when he was doing the job of Mumbai-Pune road -- had acquired stone quarries and sand quarries well in advance; they handed over the quarries to the contractors; and in this way the contractors' job has become very easy and they were able to complete that project well in time.

First of all, they have taken up the four-laning of Golden Quadrilateral and North-South and East-West Corridors, but before they could complete the four-laning project, the demand has come for

six-laning. Now, they are taking up six-laning projects. My suggestion to the Government is that instead of taking up six-laning projects and widening them to six-lanes, it would be better if they take up another parallel four-laning project so that they do not disturb the existing traffic, and the demand would also be there by the time they complete this project. This is my suggestion, and the Government may examine it.

There are lot of demands from people for construction of underpasses when we visit our constituencies. There are many big villages, and they have not been provided with underpasses and service roads as well, and to cross from one side of the road to the other side is very difficult. Further, it is causing a lot of accidents also. Hence, I would request the hon. Minister to instruct the Department to provide underpasses wherever these are genuinely required. I think that it is a very important issue.

As regards my State of Andhra Pradesh, there are many proposals to upgrade State Highways into National Highways. According to the Andhra Pradesh Reorganisation Bill, 2014 also, rapid transport system would be provided between the new Capital and Hyderabad. Further, the new Capital has to be connected with the district

headquarters. These roads also have to be improved, and the Government of India has to help the State Government in this matter.

I would request that the above mentioned points be considered by the hon. Minister. With these few words, I support the Demands for Grants.

[Translation]

*__SHRI VIRENDER KASHYAP (SHIMLA):__ I welcome the comprehensive roadmap prepared under the NDA Government, formed under the leadership of Hon. Shri Narendra Modi ji, and under the guidance of Hon. Shri Nitin Gadkari ji in the Ministry of Road Transport and Highways, for expanding the road network across the country. The provisions made in the Budget are commendable. During the earlier NDA Government led by Hon. Shri Atal Bihari Vajpayee ji, the funds provided to the States under the Pradhan Mantri Gram Sadak Yojana proved highly beneficial. The hill States benefited the most from this scheme. People living in hilly regions could never have imagined that even villages with a population of up to 250 would be connected by all-weather roads. The allocation under this scheme should be enhanced, and greater funds should be provided to hill States so that the people residing there may derive further benefit. I would like to draw the attention of the Hon. Minister to the following issues relating to my Lok Sabha Parliamentary Constituency of Shimla.

* Speech was laid on the Table.

1. Under the Pradhan Mantri Gram Sadak Yojana, villages with a population of 100, or the population that would benefit from a particular road, should be considered eligible under this criterion.

2. All National Highways that have been announced should be notified immediately.

3. Proper arrangements should be ensured for roads that have been brought under the toll fee regime.

4. The survey for the four-laning of the Parwanoo-Shimla road should be conducted afresh so that displacement of population is minimised.

5. The Pinjore-Nalagarh-Kiratpur road should be developed as a four-lane road.

[*]**SHRI T. G. VENKATESH BABU (CHENNAI NORTH):** India has a road net work of 46,89,842 kms in 2013, the 2nd largest in the world. The density of India's roads at 0.66 km of roads for every square km of land is similar to that of USA. But the qualities of Indian roads are a mix of express ways, modern highways and narrow, unpaved roads. Only 54% of it is paved as on 2011. India has 0.07 kms of highways per 1000 people. In USA it is 21 kms.

As of April 2014 India had completed 22,400 km of recently built 4/6 lane highways. But the rate of acceleration since 1999 has slowed down in recent years. There was just 500 kms of new road projects in 2013.

Indian road network carries 65% of freight and about 85% of passenger traffic and contributes 4.7% to GDP. Comparatively Indian Railway contributes only 1% to GDP.

Privatization in road building has helped greatly. The National Highway Authority of India established in 1989 was deprived of funds. Since 1995, after private sector is allowed in building roads, 70,000 km of National Highways of which 16,500 km are 4/6 lane modern highways was commissioned by 2011.

---

[*] Speech was laid on the Table.

The conversion to concrete roads from bituminous roads is more durable, weather- proof and requires less maintenance. The era of bituminous roads has to go even in laying rural roads.

The expressways make up 1208 km by 2013. There is ambitious target to lay 18,637 km network of brand new expressways by 2022. The Government has to put greater emphasis on achieving this target since present average speed of 30-40 kmph (greatly reduced by traffic congestion) has to be speeded up to achieve fuel efficiency.

The modern road known as 4/6 lane highways has an ambitious target of 33,441 kms, which is attainable if we can achieve the monthly target of 600 km through 2014. But the progress is very tardy.

State highways with the length of 1,63,898 km (as of 2011) has under implementation of nearly 11.4 billion dollars worth of projects, with and arterial route of 1,37,712 km. Tamil Nadu and Gujarat have remarkably better road network than other states.

But it is the status of urban and rural roads which stretch to 44,55,511 kms is worrisome. These roads provide connectivity of State and National Highways. Since they are in very bad shape, the much needed connectivity is missing. This is due to the patchy implementation of the schemes. The Government scheme has failed to improve India’s awful rural road infrastructure. The much trumpeted Prime Minister

Rural Roads scheme known as Pradhan Mantri Gram Sadak Yojana has not improved the condition of these roads. This Government has to concentrate more on these roads to wipe out bottlenecks in road transport. Otherwise the superimposed national and state highways will be hampered by the poorly laid urban and rural roads.

But there are worrisome factors in developing the vehicular traffic which account for 24% of CO_2 emission worldwide. The carbon emission will contribute to global warming. Hence the funds for surface transport will be channelized to Railways which is more environment friendly. Trains run on electricity will half the fuel cost and will cushion the fluctuating international fuel costs of petro products. Further road transport is a spatial activity and more prone to accidents and causalities.

The BOT (Build-Operate-Transfer) and the BLT (Build-Lease-Transfer) models of private participation on roads are cost effective. Even after collecting the entire cost, the toll system does not go. Collection and frequent increase of more fees lead to excessive toll which makes travel unviable. Unsurfaced mixing of traffic, multiple check posts and more toll tax/octoroi on duty collection impede the speed.

[Translation]

*__SHRI RAVINDRA KUMAR PANDEY (GIRIDIH):__ I would like to place my views in the discussion on the Demands for Grants (General) for the Ministry of Road Transport and Highways for the year 2014-15. Under this Demand, a total provision of Rs. 37,881 crore has been made.

The development of National Highways is the lifeline of the nation, and we take pride in the fact that India has the largest road network in the world, extending over more than 48.65 lakh kilometres. Under the various phases of the National Highways Development Programme (NHDP), responsibility has been entrusted for upgrading and strengthening highways of a total length of 54,478 kilometres. However, due to the indifference of the previous UPA Government, the expected development of National Highways in the country could not take place.

During the tenure of six years of the former Prime Minister, Shri Atal Bihari Vajpayee, development work on 23,814 kilometres of National Highways was completed in five years alone. This meant that nearly 50 Percent was added to the existing length of National

* Speech was laid on the Table.

Highways, which was equivalent to the total length of roads constructed over the preceding 30 years.

The true assessment of the UPA Government's performance becomes evident from the fact that the National Highways Authority of India issued a 13-page White Paper, stating that the UPA Government interfered with the autonomy of the NHAI and was responsible for failures in road construction. It was alleged that pressure was exerted to award contracts to preferred parties without completing forest clearances and without fulfilling mandatory formalities. In this context, the NHAI has held the Ministries of Environment and Forests, Finance, Railways and Defence responsible, which are extremely serious matters.

Our Government has reviewed road development projects, and it has become clear that under the PPP mode of the previous Government, more than 260 projects involving an amount of nearly Rs. 60,000 crore are presently stalled due to various reasons. Under the important new decisions taken by the Government, policies have been formulated for simplification of land acquisition, obtaining No Objection Certificates expeditiously from concerned departments, resolution of disputes, encouraging equity investors, and establishing better coordination with other Ministries. Under the progressive

leadership of the Hon. Prime Minister, a Committee has been constituted for this purpose. I wholeheartedly welcome this decision. The plan to adopt, across the country within four months, the unique and important technique followed in the Gujarat model of uprooting trees planted along National Highways and replanting them is highly commendable. I thank the Government for this initiative.

In January 2009, the previous Government approved a road requirement plan for upgrading 5,565 kilometres of National Highways and State roads to two lanes in districts affected by extremism. However, by 2013-14, only 2,929 kilometres of roads had been constructed, which is about 52 percent, reflecting a pace of development that is far from satisfactory.

My Parliamentary Constituency districts of Giridih and Bokaro are affected by extremism, yet the previous Government failed to take effective steps in the field of road construction. Therefore, I would like to request that effective measures be taken to accelerate road development in these districts.

I welcome the policy of the Government to complete road construction works in the Jammu and Kashmir, Ladakh and Leh regions at a cost of about Rs. 20,000 crore. I would like to request that adequate funds be provided by the Government for the development

of Parasnath, which is an extremely important tourist destination in my area.

In the Maoist-affected State of Chhattisgarh, the Government has proposed awarding road contracts in small stretches of five kilometres each, which is a highly commendable step. I would like to urge that a similar scheme be implemented in the extremism-affected State of Jharkhand as well.

In conclusion, I would like to suggest that road construction should be carried out within a fixed time-frame and in a quality-driven manner, because a report has indicated that nearly Rs. 30,000 crore is lost every year to corruption in road construction projects. So far, no effective mechanism has been established in the country to ensure quality control and long-term durability of roads and road construction works. The Government should take effective steps in this regard for this noble task.

During the tenure of the UPA Government, even 3 kilometres of roads per day were not constructed. In contrast, under the previous NDA Government, the construction of 11 kilometres of roads per day stands recorded in history. The decision of the present popular Government to construct 30 kilometres of roads per day within the

next two years will mark the beginning of a golden era in the history of the country.

[English]

*__SHRI SHIVKUMAR UDASI (HAVERI):__ I would like to bring to the kind attention of the Government that the four-lane passing through my parliamentary constituency has not been done in a scientific manner. The construction work is not done properly, causing inconvenience to road users and causing fatal accidents. I have written to the concerned authorities to execute number of pending and incomplete works on this stretch, but no action has been taken.

During my interaction with the Haveri City populace, about six-laning passing through my constituency, public complained only about the tardy work done in the four-laning of highway.

I am also given to understand that six-laning from Bangalore to Chitradurga and Dharwad to Pune has begun. Maximum stretch of six-laning between Chitradurga to Hubli passes through my constituency, which is yet to commence. I do hope that the long-standing demand of the local public shall be fulfilled by undertaking this works expeditiously, on priority.

At present, a Village Underpass of size 10 X 5.5 m exists at km 319.165 at Motebennur Village in Byadagi Taluk, which is unable to

* Speech was laid on the Table.

cater the present traffic movement of RTC buses and other vehicles as Motebennur is the gateway to Byadgi Town, which is famous for Red Chillies. Also, the road crossing through Motebennur is State Highway (SH-136) connecting Soraba Town with Gajendragad.

Further, I am given to understand that there is a proposal to construct a High-tech Bus Stand in Motebennur Village which is around 100m from the existing underpass provided by NHAI. Residents were upset that despite repeated requests and protests, no steps had been taken by the National Highways Authority of India (NHAI) to construct an underpass and develop service roads near their village. The villagers demand that the process of constructing village under across SH begin immediately. This underpass will greatly improve life for local people, which will help them eliminate delays for reaching Byadagi town. Taking into consideration all these facts and to find a solution to this problem, construction of an underpass would be a good option. Therefore, it is requested to construct an additional underpass of size 10 X 5.5 m opposite to the proposed Bus Stand. There is no direct access from National Highway to the famous religious village, Devaragudda (Mailarlingeswara Temple). At present, vehicles going to Devaragudda Village are using the existing vehicular underpass at km. 311+156 which is around 1.25 km. away from road leading to the Devaragudda Village.

Considering the fact that a huge number of devotees visit Devaragudda village during the auspicious days, i.e. full moon day and during annual festival period which will spread over a month, it is requested to kindly consider construction of vehicular underpass at km 309+900.

In Kakol Village, even though the main village is located at Km. 310+600, public are using the existing VUP at Km. 311+156 for crossing the highway. Crossing the road is a nightmare for pedestrians because of heavy vehicular movement throughout the day. Residents cross the highway unauthorizedly, due to which number of fatal accidents happen. Lack of patience among public while crossing and heavy traffic density are the reasons responsible for the accidents. The speed and density of vehicles have increased drastically after the construction of highway. The public can expect the realization of one of the long pending demands of pedestrian underpass in Kakol village. Hence, it is requested to provide the Pedestrian Underpass at this location for safe crossing of pedestrians.

Under four-laning, NHAI proposes to construct service road adjacent to the existing minor bridge near Motebennur (Shaadi Nala) at km. 321+415 by providing pipe culvert for the proposed service road. Public have demanded construction of box type culvert for the service road portion, considering huge flow of water along with floating

materials which submerge the adjacent land during the rainy season. In view of the above, it is requested to provide suitable box type culvert for the service road at the above location. The culvert will facilitate the movement of agricultural vehicles and cattle of the local residents. In the absence of the culvert, the villagers lad to cross the Shaadi Naala through a local arrangement, which caused great difficulties to them, especially during the rainy season, posing threat to the lives of the cattle and hardships to the people. The construction of the culvert over the Shaadi Naala will eliminate the problems of the local populace.

National Highway 4(NH 4) is a major National Highway in Western and Southern India. On one hand the country is rapidly progressing towards modernization whereas in the other the people of rural areas of the country do not even have proper toilet facilities. One such example is the absence of public toilets in the National Highway (NH) 4 between Bangalore and Hubli. The local passenger along with the tourists are facing much inconvenience due to this issue. There is no provision of toilets. Though the small line hotels/dhabas have toilet provision for their customers, still the passengers travelling to this stretch are compelled to go to the roadside drains when nature calls.

Tourists at large number travel this way everyday to visit tourist places and neighbouring Goa. So now the big question arises that, does

it seem proper that we cannot even cater to the basic need of the tourists? It is high time that the Administration and the NHAI should concentrate on this issue and find a solution for it as soon as possible. I urge the Hon'ble Minister to direct the concerned officials of NHAI to make a provision of public toilets on this important stretch of NH.

I am given to understand that the Union Ministry of RTH has given its nod for up gradation of seven SHs with a total length of 2108 km inot NHs in May, 2014. But SH 6 (Karwar-Kaiga-Yellapur-Mundgod-Bankapur-Savanur-Gadag-Gajendragad-Hanumasagar-Ilkal) or Gajendragad to Kushtagi have not been included for upgradation. This SH should be developed for the growth of North Karnataka. This will lead to economic development and tourism promotion leading to job generation. I do hope that the new dispensation at the Centre will assist the State Government to implement the multi-crore road development projects. In a federal structure, the Centre has to assist States in developmental activities. This highways would connect northern and western parts of the State, besides easier access to Andhra Pradesh, Goa and Maharashtra. I earnestly request the Hon'ble Minister to include this SH upgradation into NH during the current financial year.

[*]**SHRI K. PARASURAMAN (THANJAVUR):** I would like to place below mentioned demands in respect of the people of my Thanjavur Lok Sabha Constituency, Tamil Nadu. Thanjavur - Pattukottai - Aranthangi - Karaikudi - Kallal - Kalayarkoil-Maravamangalam - Illayandugi - Paramakudi - Mudukulanthur - Sayalkudi road is an important state highway (SH 29) connecting important districts of Thanjavur, Pudukottai, Sivagangai, Ramanathapuram, etc and arterial road of interstate cities of Tamil Nadu, port connectivity and running along the coastal area. This road is having a total length 248.2 km. There is very heavy traffic flow. Hence upgradation of state highway to National Highway is necessary.

Perambur-Manamadurai is an important National Highway in Tamil Nadu (NH-226 Extn). It connects Perambalur, Ariyalur, Thanjavur and Pudukottai districts. In this road, fabulous Thiruvaiyaru town exists at Km 56/4. Thiruvaiyaru is one of the ancient and historical important towns in Tamil Nadu. Pilgrims from several parts of the country visit Ghingalur Chandran temple, Ayyarappar temple, Poondimatha Basilica. The famous Thiyagaraja Aradhana festival celebrated every year attracts music lovers from all around the world. It will be music extravaganza for musicians.

---

[*] Speech was laid on the Table.

As there is no railway at Thiruvaiyaru, Road transport is the only source of movement. The stretch passing through this town is highly congested, where narrow carriageway exists and no berms also causing traffic congestion frequently. In order to facilitate continuous flow of traffic by diverting the vehicles through outer of town, the new bypass road is proposed diverging at km 55/6 and merging at km 61/4 of Perambalur-Manadaruai road. The total length of bypass will be around 6.00km.

The traffic between Thanjavur and Trichy is very heavy. Thousands of vehicles pass through this stretch every day and it remains congested at several points. It hinders free flow of traffic movement and prone to fatal accidents also. Considering this, demand for strengthening and widening of Tnanjavur-Trichy stretch of National Highway (NH 67) has gained momentum. However, I understand that progress of this project is very slow and it has to be speeded up.

I shall, therefore, request to kindly take necessary steps in speeding up of this project and allocate adequate funds at the earliest.

The traffic between Thanjavur and Nagapattinam is very heavy. Thousands of vehicles passes through this stretch every day and it remains congested at several points. It hinders free flow of traffic movement and prone to fatal accidents also. Considering this, the

demand for widening and strengthening of Thanjavur-Nagapattinam stretch of National Highway (NH 67) has gained momentum. This stretch of NH is very vital. Besides, Thanjavur pilgrims from all over the country and abroad make it a point to go to Nagapattinam for their visit to Velankanni and Nagore. Both are holy shrines of Christians and Muslims respectively. However, I understand that progress of this very important project is very slow and it has to be speeded up.

I shall, therefore, request to kindly take necessary steps in speeding up of this project and allocate adequate funds at the earliest.

Thirukattupalli-Sengipatti-Pattukottai Road (SH 99) is an important state highways connecting three districts Trichy, Thanjavur and Pudukottai for a total length of 71.40 km. The stretch from Thirukattupalli to Sengipatti is in damaged condition due to more than three sand quarries operating and famous Poondi Matha Basilica located in the origin of the road. Hence it is very essential to rebuild the stretch km 2/0 -4/0 and 9/0 -11/6 for a total length of 4.60 km.

Thanjavur-Periyakangeyampatti Road is an important major district road running on the Cauvery delta districts. It connects industries and assists farmers to carry their Agro products to the marketing places. The stretch km 3/8-6/0,10/0-13/6 and 15/4-16/0 for a length of 6.20 km are in damaged condition. Hence it is essential to

rebuild the stretches. In this regard, a letter has already been sent to the Hon. Minister Shri Nitin Gadkar, Minister of Road Transport and Highways and Shipping on 30th June 2014.

I shall, therefore, request to kindly take up the project on priority and sanction adequate funds for the same at the earliest.

[Translation]

SHRI DHANANJAY MAHADIK (KOLHAPUR): Hon. Chairperson, I thank you for giving me the opportunity to speak on this important subject. As many Hon. Members have stated, Shri Gadkari ji has allocated Rs. 37,880 crore in this year's Budget for road construction, with a target of constructing 8,500 kilometres of roads. Along with this, there is also a proposal to lay gas pipelines, fibre optic cables and power lines alongside these roads.

Before the elections, the Hon. Prime Minister had repeatedly stated that good roads would lead to national development. We also firmly believe that if transport, particularly commercial transport, remains weak, economic development becomes impossible. Good roads are essential. However, if one looks at the present condition of roads, it is evident that work on almost all highways is progressing at a very slow pace. Over the past five years, the Government had announced a proposal to construct 54,478 kilometres of highways out of a total 92,851 kilometres, but only 21,787 kilometres of work has been completed. What is the reason that such a large volume of work remains stalled or is progressing so slowly? Many Hon. Members have referred to the Golden Corridor project, which also remains incomplete. By when will it be completed? Is there a clear policy in

this regard? It has been stated that roads should be durable and of high quality. Along with this, due attention must also be paid to road safety.

Hon. Chairperson, today there are nearly two crore drivers in the country who operate heavy and semi-heavy vehicles, and approximately twenty crore drivers operate light vehicles. According to a Transport Research Wing survey, the number of people who die in road accidents stands at around 1,40,000. Nearly 4,50,000 people suffer major injuries, and more than 15,00,000 people suffer minor injuries every year. There should be special provisions to promote awareness among the public through a comprehensive National Road Safety and Traffic Management framework. Recently, the Ministry of Road Transport had allocated Rs. 734 crore for trauma care centres, which are supposed to be established at every 50 kilometres on National Highways. However, no one knows where this money has gone. It is being reported that these funds were instead given to civil hospitals located in cities adjacent to highways. But is it realistic to expect that a person injured in a highway accident will survive long enough to be taken to a city hospital? This appears highly unlikely. Therefore, the establishment of a trauma care centre every 50 kilometres on highways is absolutely essential. There is a pressing need to formulate and implement such effective schemes. In my view,

if these schemes do not yield tangible benefits, then what is the purpose of formulating them at all? It has also been reported that 140 ambulances were provided by the Government to the National Highway Accident Relief Services, but their present condition is deplorable, with many ambulances lying non-functional. A clear and effective policy must also be formulated to address this issue.

Hon. Chairperson, if the Government so desires, accidents can be prevented by creating awareness. I firmly believe that accidents are man-made disasters. If the Ministry of Education can introduce an appropriate curriculum from KG to PG, through CBSE, and if certain aspects are also taught in motor driving schools, it would greatly benefit the people. Earlier, one training institute was allotted in each State. Is a single training institute in a State sufficient for all drivers? Can all drivers receive training there? This issue needs serious consideration. Every year, a road safety audit is required to be conducted. Has such an audit been carried out? If so, have the major safety measures been implemented? It is essential to install crash barriers on roads. Periodic repairs are necessary. Reflective lights and road markings are essential. A lack of all these is clearly visible. Along with this, health-related aspects must also be considered. Heavy vehicle drivers travel across three to four States and remain on

the road for up to fifteen days at a stretch. The climate, food and water differ from State to State. Truck terminals should be constructed where their safety and health can be managed, and where vehicle maintenance facilities are available. There should be designated spaces for halting heavy vehicles. Being away from their families for long periods, many drivers become addicted to alcohol. According to a survey, 35 percent of drivers are affected by AIDS. This is a matter that requires very serious consideration.

Along with the maintenance of heavy vehicle truck terminals, the issue of toll collection also remains a serious concern. Toll has now become a very serious issue. It has been observed that companies and agencies operating toll plazas conceal nearly 38 percent of their collections. This matter must be examined, and transparency must be ensured. Otherwise, if toll collection continues indefinitely, public resentment may grow, potentially leading to law and order problems.

HON. CHAIRPERSON: Please conclude now. Shri Brijbhushan Sharan ji, you may speak now.

SHRI DHANANJAY MAHADIK: In conclusion, I would like to place before the House an issue concerning my Parliamentary Constituency of Kolhapur. Kolhapur connects two States, and this is a very important matter. The road from Kolhapur via Gargoti to Goa

has been pending for many years. It remains incomplete due to forest-related issues and the absence of forest clearance. I would like to request that this road be completed at the earliest. With these words, I conclude my submission.

[*]**SADHVI SAVITRI BAI PHULE (BAHRAICH):** I am grateful for the opportunity to place my views on the Demands for Grants of the Ministry of Road Transport and Highways for the year 2014-15. In this Budget, several important schemes have been announced under the Ministry of Road Transport and Highways. From the standpoint of development, special attention needs to be given by the Union Government to road construction in extremely backward regions. I request that under a special scheme, the Union Government undertake road construction in the districts along the Nepal border, particularly in my Parliamentary Constituency of Bahraich. I would like to draw the attention of the House to the demands relating to my Parliamentary Constituency connected with this Ministry. My Parliamentary Constituency of Bahraich, which is adjacent to the international border with Nepal, remains completely backward in terms of development. Due to the absence of broad-gauge railway connectivity in the region, the public is compelled to travel on dilapidated roads. I request the Hon. Minister that National Highway 28C, which is strategically important and connects the State capital Lucknow with the international border of Nepal, be constructed on a priority basis and that it be recommended for four-laning. At present, the condition

[*] Speech was laid on the Table.

of National Highway 28C is extremely poor. It is difficult to distinguish whether there are potholes on the road or the road itself lies within potholes. This road connects the State capital Lucknow with the districts of Bahraich, Shravasti, Gonda and Balrampur. For the early construction of this road, the people of the region have been agitating for several years and, reflecting public sentiment, they have elected our Party with an overwhelming mandate. Respecting these public sentiments, I would like to urge that this road be completed on a priority basis. I would also like to submit that toll tax has been collected for the past thirty years on the Sanjay Setu constructed over the Ghaghara river on this highway. I make a special request that, in view of the absence of adequate road facilities, this toll be discontinued to provide some relief to travellers. At present, the contractor engaged for the construction of this road has not been able to obtain clearance from the Environment and Forest Department. In such cases, I support the action plan proposed in the Budget for inter-ministerial coordination and cooperation to resolve such issues.

My Parliamentary Constituency of Bahraich, located in the Terai region of Uttar Pradesh, has its north-western part covered by forests. In hundreds of villages surrounded by forests, such as Bharathapur, Bandarahiya, Vishunapur, Chitalhawa, Girjapuri, Sujauli, Nai Basti,

Karikot, Rampurwa Matehi, Dharampur, Semri Malmala, Majhawan, Babhaniya Phata, Gangapur, Madhavpur and Petaraha, road connectivity is almost non-existent. Due to objections raised by the Forest Department, it has not been possible to construct roads and bridges or culverts over rivers and streams. As a result, the people of the region face great difficulty in reaching markets and towns, and they are also exposed to accidents caused by attacks from wild animals. Owing to the absence of culverts over rivers and streams, there is heavy loss of life and property during periods of strong water flow. In this situation, I request that forest areas be connected to major routes under the Central Road Fund, so that a substantial improvement can be brought about in the living standards of the people of this region. This will also help protect the local population from attacks by wild animals and from the recurring problem of floods. I make a special request that the road from Sujauli to Farkhapur via Bakulahiya Farm be constructed at the earliest under the Central Road Fund, so that the general public may be provided with convenient means of transportation.

[English]

*__SHRI P. SRINAVASA REDDY (KHAMMAM):__ National Highway are playing a vita role in our country's development. Connectivity and mobility is the key to reaching out and opening up new opportunities. With the construction of National highways, India is rapidly transforming. Whenever the roads network has come up the rural economy and quality of life has improved.

The Hon. Finance Minister in his Budget speech recognized the road sector as an important artery of communication in the country and stressed on the need to feed its huge investment requirement as well as carry out debottlenecking from the maze of clearances. An amount of 37,880 crore has been proposed for investment in the NHAI and State Roads including for North East.

Recently Hon. Transport Minister himself expressed that Banks have shown reluctance to finance highway projects and also a very huge amount is caught in dispute between NHAI and the private players. Thereby, Government is forced to think and plan to fund Highway Projects on cash contract or Engineering Procurement and Construction (EPC) mode, as the private players have shown no

* Speech was laid on the Table.

interest in highway sector to pick up projects under PPP mode. Government's bold initiative of planning to set up a corporation to deal with financing of EPC mode porjects is a welcome step in the right direction.

Since, it is bold initiative by Government to rejuvenate the road sector, some of the other measures announced in the Budget will go a long way in accelerating the pace of road construction in the country. The Government, if provides, a conducive tax regime for Infrastructure Investment, encouraging banks to extend long term loans to the infrastructure sector, it will prove to be a game changer in infrastructure financing in road sector.

Now, I come to the road network in my own State of Telangana, I request the Government to consider the following roads to announce as National Highways, as these roads are life line for the backward region of Telangana, which mainly covers tribal area.

The State Highway connects NH 163 and NH 30 and facilitates traffic from Chattisgarh State to the temple town of Bhadrachalam and will help in combating LWE extremism in the area as the road passes along the Godavari River, sand from the river can be transported to Hyderabad.

The road is an important link between NH 30 and NH 163. It connects industrial towns of Burgampadu, Sarapaka, Aswapuram, Manuguru, Mangapeta and the tourist place of Bhadrachalam of Khammam distirct. The road greatly facilities transportation of coal from the Singareni Collieries to thermal power stations, paper and other industrial need in the area.

The road is a very important State Highway connecting NH 65 and NH 16 and passes through Khammam, Wyra, Tallada, Kallur, Penublli, Sathupally and Aswaraopeta towns of Khammam district of Telangana state and Jangareddygudem of West Godavari district in Andhra Pradesh State. The highway is an important link that connects northern coastal districts of Andhra Pradesh with Hyderabad, Warangal, Karimanagar, Nalgonda and other districts of Telangana State. It is an important route for Telangana State to the ports at Kakinaa and Vizag.

I request the Hon’ble Minister to consider the above mentioned roads in the interest of backward region and newly carved Telangana State.

[Translation]

SHRI BRIJBHUSHAN SHARAN SINGH (KAISERGANJ): Hon. Chairperson, I thank you for giving me the opportunity to speak on the Demands for Grants. Transportation in our country has witnessed continuous development. We all know that in ancient times, people used to travel long distances on foot. Adi Guru Shankaracharya travelled across India on foot. During the Mughal period, travel was undertaken using camels, elephants and horses. ...*(Interruptions)* Chandrashekhar ji also travelled across the country, though by that time some facilities had become available. During the British period, horse-drawn carriages were used. However, the most significant transformation in transportation took place after 1990. I would like to quote a line, “Koi Chalta Pag Chinhon Par, Koi Pag Chinh Banata Hai, Wahi Soorma Is Jag Mein Dharti Par Pooja Jaata Hai.” Today, I remember that great hero, Shri Atal Bihari Vajpayee, and the NDA Government of 1996, which wrote a new chapter in the history of transport and roads in this country. Shri Atal Bihari Vajpayee gave the nation the Golden Quadrilateral Project and the expressway programme, and through the Pradhan Mantri Gram Sadak Yojana, he also made efforts to provide good roads to people living in villages. Therefore, I salute Pandit Atal Bihari Vajpayee and wish to tell the

nation that the path and the foundation laid under his leadership in 1996 by the NDA Government will be completed in 2014 under the leadership of the Hon. Prime Minister and our Hon. Minister.

Sir, today only about ten percent of the country's population owns motorcycles, and merely about one and a half Percent own four-wheeled vehicles. National Highways constitute only about two Percent of the total road network of the country. Yet, nearly forty Percent of the country's traffic moves on these roads. I believe, and the people of the country also believe, that this task will be accomplished by the Bharatiya Janata Party.

I would now like to draw the attention of the Hon. Minister to a matter of grave concern. It has rightly been said, "Srijan beech sanhaar chhupa hai kaise batlaaun pardesi, Saral kanth se visham raag kaise main gaaun pardesi. (These lines highlight that the very act of creating and expanding road infrastructure, which is meant to promote growth and convenience, can also cause harm and fatalities when it is not accompanied by strict enforcement, safety awareness, and responsible behaviour.). I say this because this very expansion of roads has also led to a tragic reality. Today, on an average, 15 to 20 persons lose their lives every hour in road accidents. Through this House, I would like to recall several eminent leaders whom the nation has lost due to road

accidents. Shri Rajesh Pilot, a senior leader of the Congress Party, is no longer with us. When he spoke as a farmer leader, it felt as though a genuine voice of the farming community was speaking. He lost his life in a road accident. The former Chief Minister of Delhi, Shri Sahib Singh Verma, also met the same fate. In 2011, the Chief Minister of Arunachal Pradesh lost his life in a road accident. At the beginning of 2014, Maharashtra lost a rising leader, Shri Gopinath Munde. Similarly, Shri Yerran Naidu also lost his life in a road accident. These examples remind us that road accidents do not discriminate. I had come prepared with several suggestions, but I am conscious of the limited time available. The Hon. Minister is far more knowledgeable on these matters. However, I would like to place one practical suggestion before the House. To address traffic violations and unsafe driving practices, the general public must be actively involved. A mechanism should be developed whereby if any traffic violation occurs anywhere in the country, any citizen can capture a photograph of the offending vehicle along with its registration number and submit it through an authorised system. On verification, a fine should be imposed, and in serious cases, the driving licence should be cancelled. To make this system effective, penalties should be enhanced, and at least 50 percent of the collected fine may be given as an incentive to

the citizen who reports the violation, with the remaining amount credited to the Government treasury. This will encourage public participation and improve enforcement. Installing fixed cameras alone will not be sufficient. However, there are already countless mobile cameras in the hands of citizens. Many unemployed youths could also be constructively engaged through such a system. If implemented sincerely, this approach can significantly improve traffic discipline and reduce accidents.

Second, the idea of planting trees along highways is our own initiative. It may succeed or it may not, we must honestly assess how much expenditure is involved in planting and maintaining these roadside trees, and how successful we have actually been. Therefore, we suggest that public participation should also be incorporated into this PPP model, with first priority given to those farmers whose land has been acquired for road construction. When these trees mature after 50 or 100 years and are eventually sold, whatever revenue-sharing formula the Government deems appropriate may be decided. If farmers are given a rightful share, it can bring about a revolutionary change across the country. Today, many people want to plant trees but do not have land. Where will they plant them? Hence, my suggestion is that the vacant land along highways should be allotted, on priority,

to villagers whose land was acquired. The Government may decide the species of trees, the spacing, and technical specifications, but ownership participation should be given to the local people. The land may be leased, revenue shared between the Government and farmers. This will bring a transformative change. In rural areas, there is a saying, “Nau ki lakadi, Nabbe kharch.” That is to say, we are spending disproportionately large amounts. We are incurring very high expenditure. Former Chief Minister of Uttar Pradesh, Shri Mulayam Singh Yadav ji, is present here. I would like to thank him because the trees planted during his tenure are today flourishing remarkably across Uttar Pradesh. However, if we examine the present situation, the expenditure is high while the returns are low. Therefore, if the public can be associated with this process in some manner, the mechanism for doing so may be devised by you. ...*(Interruptions)*

HON. CHAIRPERSON: Shri Brijbhushan Sharan Singh ji, please conclude now.

SHRI BRIJBHUSHAN SHARAN SINGH (KAISERGANJ): Sir, kindly deduct two or three minutes from our Party’s time. I would like to place one more suggestion before the Hon. Minister. We are aware that this matter may already be under the consideration of the Hon. Minister, yet it is also our responsibility to place our views on record.

The arrangements for parking trucks on highways are grossly inadequate. When trucks are parked on highways, the roads become narrower, increasing the risk of accidents. When this scheme was conceptualised and when the surcharge was imposed, it was stated that fuel would be saved and time would be conserved. For this reason, the people of the country accepted the surcharge willingly. I would like to submit that the toll system should be abolished. In its place, the surcharge may be increased further. However, the toll system should be done away with. The people of the country are prepared for this.

I would like to submit that the BOT system has proved to be unsuccessful for construction. We are aware that you have already given due thought to this matter. All key positions in the National Highways Authority of India are occupied by individuals close to the Chairman. According to a report by Transparency International, bribes amounting to five billion dollars are extracted annually from truck transporters. …*(Interruptions)* Are you not aware of how much power has been vested in the RTO?

Sir, through you, I would like to urge the Hon. Minister that although I had brought several suggestions, we are conscious that what is in our minds is already under your consideration. Therefore,

please do not leave this matter to fate. The country is waiting. Move forward with determination and resolve.

[English]

*__SHRI C. MAHENDRAN (POLLACHI):__ I humbly submit my profound thanks to the Tamil Nadu Chief Minister Hon. Puratchi Thalaivi Amma for being given me an opportunity to be a Parliamentarian in this Hon'ble House.

I am also thankful to the people of my Pollachi Constituency for selecting me as a Member of Parliament with thumping majority, grace and blessing of our great political mentor, the Tamilnadu Chief Minister Hon'ble Puratchi Thalaivi Amma.

The project road starts form Dindigul and ends at Tamilnadu/Karnataka nearly 268 kms. The project is divided into two packages. One from Dindigul to Coimbatore covering 149 kms and the rest from Coimbatore to Karnataka border covering 3 major districts of Tamilnadu, vide Dindigul, Tirupur and Coimbatore.

The project road pass through major built-up areas vide Oddanchatram, Chatrapatti Aayakudi, Madathukulam, Udumalpet and Pollachi. Out of this major area comes under Pollachi constituency.

* Speech was laid on the Table.

Presurvey for the entire stretch on the existing project road has already been completed. All the major existing structures consist of major bridges, minor culverts, slab culverts, pipe culverts in this project by M/s Mott Mac Donald to give modified variation proposal. The PPPAC proposal for the first package is under finalization for 4 laning land acquiring process initiated and 3(a) Notification published.

Nearly 6 Road Over Bridges to be implemented on the railway lines along with bypass in package I covers Oddanchatram, Chatrapatti, Ayakudi, Madathukulam, Udumalpet and Pollachi areas.

National Highway Authority of India Headquarters requested M/s Mott Mac Donald to revised PPAC by incorporating/dealing certain provision so that the project become viable and Built Own and Transfer mode.

Final Feasibility report is to be submitted by the consultant to NHAI as per the meeting held on 16.07.2014 at NHAI Chennai. The original proposal for 4 laning is done for 60 m ROW, but as the new guideline for 4 laning it is only 45m ROW, as such again the consultants are requested to prepare the LPS and land sketched to 45 m ROW. (Road Over Bridge)

The project NH -209 will be taken up after the approval of Final Feasibility Report by the competent authority. This will reduce vehicular traffic to the great extent and reduce fuel consumption and save our country's economy. It will create Employment Opportunity to the people in my constituency. This will be much useful to the Exporters and Importers from Coimbatore, Kinathukadavu, Pollachi, Udumalpet, Madathukulam for their easy movement of cargo to Tuticorin port. Additional export possibilities can be evolved. It will create good development of Tourism in our constituency.

I request the concerned Ministry to allot immediate funds to implements the project on war footing for the development of our surface on the national road map of our country.

[Translation]

*__DR. KIRIT P. SOLANKI (AHMEDABAD):__ I firmly believe that road transport and highway infrastructure plays a vital role in the development of any country. I express my sincere gratitude to our former Prime Minister, Shri Atal Ji, and the NDA Government for initiating the construction of efficient and high-quality roads across India. With the launch of the Golden Quadrilateral highway project by the NDA Government, the country embarked upon a new trajectory of development through a clear budgetary vision. I also would like to thank the NDA Government for the construction of the Ahmedabad-Vadodara Express Highway in my region, which truly reflects what an international-standard highway should be like. This expressway has proved to be a boon for the transport sector.

Our earlier objective was to construct 20 kilometres of highways per day. However, after the NDA Government, during the last ten years, this objective faced stagnation and road construction was reduced to a pace of barely 5 kilometres per day.

Now that the NDA Government has once again been formed under the leadership of our Prime Minister, Shri Narendra Modi Ji, I

* Speech was laid on the Table.

am confident that road construction will gain renewed momentum and the pace of national development will once again accelerate.

I represent the Ahmedabad West Parliamentary Constituency in Gujarat. Through you, I would like to submit that National Highway-8 passes through my area, extending from Vasna Bridge via Vishala Circle and Juhapura to Sarkhej and further towards Saurashtra. Considering the heavy volume of traffic on this stretch, I request that a six-lane flyover bridge be constructed between Vishala Circle and Sarkhej.

I would also like to point out that the Government of Gujarat has developed excellent State Highways. The Gujarat Government has sought that these State Highways be accorded the status of National Highways. I would like to urge that this request be accepted and that all State Highways identified by the Government of Gujarat be converted into National Highways.

Gujarat has the longest coastline in the country, extending over 1,600 kilometres. Along this coastal belt, there are several important ports in Gujarat which make a significant contribution not only to the imports and exports of the State, but also to those of the entire country. A coastal road has been constructed along this 1,600-kilometre-long coastline of Gujarat, which is extremely important from the point of

view of transportation and contributes substantially to national development. I humbly request that the coastal road of Gujarat be declared a National Highway, as this would greatly contribute to the progress and development of the country.

As far as toll booths are concerned, a clear policy regarding toll collection should be laid down. Effective measures should be taken to eliminate the inconveniences faced by people at toll plazas. I would also like to submit that the behaviour of the staff at several toll plazas towards Members of Parliament and other elected representatives is often not courteous. For instance, when a vehicle carrying a Member of Parliament passes through a toll plaza, the staff at many toll booths insist on verifying the presence of the Hon. Member inside the vehicle. Though this may appear to be a minor issue, it is directly related to the dignity of Members of Parliament. Therefore, I would like to urge the Ministry to provide Members of Parliament with an electronic chip that can be used for travel across the entire country.

I also request that six-lane flyovers be constructed at all cross-roads along the Gandhinagar-Ahmedabad-Sarkhej highway.

[English]

*__SHRI JAYADEV GALLA (GUNTUR) :__ It has become a ritual in this House to identify some of the Ministries and discuss about their functioning and Demands after presentation of the Budget as it is impossible to discuss every Ministry on the floor of House within the given period of time. I thank the Business Advisory Committee that it has identified Ministry of Road Transport and Highways to discuss about its functioning and Demands, apart from other three important Ministries.

With nearly 49 lakh kms of road, we are one of the largest road networks in the world. Of this, National Highways consists of 93,000 kms. and States constitutes 1.43 lakh kms. Even though we are one of the largest quantity-wise, but if you look at the quality of our roads, we are lagging far behind many countries. I have no hesitation to say that this sector has taken its shape during the period 1998-2004 in the form of NHDP, but there is sluggishness in the progress of construction of Highways during the last one decade or so, except in 2012-13 when it was able to complete 2844 km of NH. But with the

* Speech was laid on the Table.

present government, I am confident that ‘Achche din’ (good days) are ahead of us.

“ It is good the hon. Finance Minister made an allocation of Rs.3780 crores (21% more) for this sector which is more than Rs.4500 crores when compared to revised estimate of last year and is almost double when compared to the actual of 2012-13 when UPA government could spend only Rs. 21,050 crores. It is welcome as it gives a huge impetus to investment and also speed up construction and award of road projects. The silver lining of this is that the hon. Finance Minister has allotted nearly 40% (Rs. 14,389 crores) of money to rural roads under PMGSY. This clearly shows the commitment of this Government towards rural India which is in the right perspective of making this country ‘Ek Bharat-Shresth Bharat’.

My submission would be inconclusive and I would be failing in my duty if I fail to bring to the notice of the Hon. Road Transport Minister the issues and projects pertaining to my State of AP. After bifurcation, we are at the crossraods. We are a revenue-deficit state. We are looking for help from the Union Government, the way farmers look at Rain God for sowing. I thank the hon. Finance Minister's assurance on the floor of the House while replying to the Budget the other day that GOI would take care of all needs of AP. But, Mere

words will not do; we have to have something in black and white. So, I request the hon. Finance Minister and the Road Transport Minister to immediately implement all Sections of AP Reorganisation Act without any further delay.

Coming back to the issue under discussion, I wish to submit that the road network in the residuary State is not up to what it ought to have been. It has just 2,950 kms of NH, 42,511 of State Highways and 1 lakh kms of district or rural roads. But there are many State Highways need to be upgraded to the NH level. In the last three years, 48 proposals from the undivided Government of AP received in the Ministry for upgradation of the same. Out of this, 14 are very important stretches consisting of 2,897 kms identified by the residuary State of AP for upgradation to cover important places, major ports, industrial hubs, pilgrim centres and important cities to the level of National Highways and are pending before Ministry for consideration. I only bring to the notice of the Hon. Minister some of the important stretches and request him to take them up in this financial year itself and complete them in a fixed time frame. They are: Kurnool-Atmakur- Dornala- Thokapalli- Pericheria- Guntur; Kappam - Gundipali-Kolar to NH 219.Guntur-Vinukonda-Thokapalli-Nandyal-Dharmavaram-Kodur; Vijayawada-Guntur-Tenali; Nizampatnam -

Repalle- Tenali; Visakhapatnam-Tallapalem-Narsipatnam - Chintapalli-Sileru-Motigudem-Chinturu; Tirupati-Naidupeta Road; and Ongole-Kothapatnam.

The entire list has been given in reply to an Unstarred Question No. 100 in Rajya Sabha on 5th December, 2013. I request the Hon. Minister to consider all these proposals and complete them so that there will be infrastructure facility which will boost not only economy but also provide employment to lakhs of people.

The following are some of the stretches which have already been announced but not yet been taken up for construction. Vizag-Chennai Corridor; Chennai-Bangalore Corridor on N.H.-4; and Ring Road in Guntur.

We are a federal set up. And, in a federal set up, if any State is at a disadvantageous position, it is the onerous responsibility of the Union Government to extend a helping hand to that State. After bifurcation, AP is in dreadful state and looking for help even to pay salaries to its employees. If AP is given help and assistance, it can be made as a replicable model for the country. AP is prepared to experiment on it; it is prepared to be a guinea pig for every initiative and experiment that the GOI wishes. An experiment has already been

started by the Power Ministry by announcing that a pilot project for providing 24X7 power to people would be started in AP.

We have no logistic hubs of transportation in the country. We are prepared to be experimented for that. You can take AP on pilot basis and make it a logistic hub for transportation and replicate the same in other parts of the country. For this, there is a need for highway road connectivity to all existing major, medium and minor ports, industrial hubs, cities and also to new industrial hubs, SEZs, etc., that are going to be identified for development in the future.

Coming to road safety in India, we are the most undisciplined road users in the world and our road are the most unsafe ones. The Global status report on road safety 2013 estimates that more than 2,31,000 people are killed in road traffic crashes in India every year. Approximately half of all deaths on the country's roads are among vulnerable road users- motorcyclists, pedestrians and cyclists. And, there is no security for women who travel on roads and public transport. The main problem to this is a heterogeneous traffic mix. It includes high-speed vehicles sharing road space with vulnerable road users as well as unsafe road infrastructure and vehicles that are in poor condition. These are all contributing to the high fatality rates seen on Indian roads. And, as I said before, safety of women on Indian roads

is also a cause of concern. After Nirbhaya's case, Shri P. Chidambaram has announced, with a lot of fanfare, an amount of Rs. 1,000 crores for safety and empowerment of women. A scheme on Women Safety on Public Road Transport has been conceived under Major Head 3055. And, the Government has also set a deadline of February, 2014, for public transport vehicles running in major cities with population of over 10 lakh to install CCTVs and GPS devices. But, nothing has been done and, till today, not even a single penny was spent. I request the Hon. Minister to take this up on priority and ensure that our women are safe in public transport.

Continuing on the safety aspect, I wish to submit that in 2012 WHO conducted a review of existing laws and regulations within the Government of India's Motor Vehicles Act, with a particular focus on drink-driving and motorcycle helmet wearing. Two proposed legislative amendments suggested are pending before Parliament- one a amendment to the Motor Vehicles Act which proposes to increase fines for road traffic violations as well as address post-crash care, and the other to set up a lead agency for road safety. So, these can be taken up which will, I am sure, bring down fatalities from 2,31,000 to an acceptable level. I also request the Hon. Minister to have more and more trauma centers on the NHs and State Highways and also

ambulances for every 4-5 kms. which helps in keeping the death toll low. We can involve private, NGOs, Trusts, etc., not only in setting up of trauma centers but also in providing ambulances on NHs.

The performance of UPA Government with regard to NHAI has been clearly spelt out in the recently released White Paper. It says that 57% of projects stuck due to UPA Government's policy paralysis. 189 out to 332 NHAI projects in various States stuck in various disputes. Who are responsible for this? The White Paper mentions this. The document also said an I quote: "There was a tendency among Ministries to work in silos and alacrity to dominate over and preserve their individual turfs, even when it goes against the national interest."

It further says: "Undue importance was given to award of project...Awards became a numbers game.... the action of the Department of Financial Services and Ministry of Environment and Forests brought the entire road sector to its knees."

This clearly shows where we stand now. Another reason why the projects struck earlier was this. As per the Ministry of Environment and Forest guidelines, a road project can be awarded if 80% of land is acquired on the appointed date i.e., date of execution. But, the Department of Financial Services directed all state-owned banks that they shall not lend to road projects unless 100% land is available

which led to no loan projects. Is this the way to implement projects and is this the kind of co-ordination that should have between the Ministries? I hope that *Ache Din Aagaye hi* (good days have come) and things will move faster.

Hon. Minister set an ambitious target of 30 kms. a day. I remember that UPA has set 20 kms. a day target, but has never achieved it in its life time. It was able to achieve only 3 kms. per day. It is good to set ambitious targets, but unless and until you have planned vision and execution, it would be difficult to achieve. In this case, I hope that the Hon. Minister would achieve this as he has shown the signs of it by recently clearing road projects worth Rs. 40,000 crores. It is also possible to achieve since the Government proposes to amend the Concession Agreement and the bidding document if project is struck due to unforeseen reasons. I think, the proposed changes are with the Ministry and I request the Hon. Minister to clear it early.

Hyderabad-Banglore is one of the most delayed projects. It is struck between the NHAI and the Ministry of Defence. It is languishing for the last 5 years for clearance from Air Force and Army as the land required for it is under these forces. Air Force and Army are saying to transfer to them the equal amount of land and only then

they will clear the project. I request the Hon. Minister to take personal interest in this and ensure that the project is executed by 2015 end.

There are nearly 400 toll plazas in the country. Toll is charged on the NHs irrationally and in violation of rules. There are specific guidelines that prescribe a fixed distance between two toll plazas. But, we have toll plazas in every 5-6 kms. and there is nobody to question them. The classic example is Gurgaon toll plaza in Delhi. It was removed after a big agitation not only by local people but also NGOs and others. So, this should be streamlined.

Secondly, for smooth and uninterrupted passage at toll plazas there is a need to introduce electronic toll collection system. What we can do is, NHAI or the Concessionaire can issue Radio Frequency Tags to vehicles similar to the ones that have been given to MPs to enter into the precincts of Parliament. The tag can be attached on the windshield of the vehicle. The tag can be recharged like we do for Metro Cards and till the balance is over vehicle can be allowed to pass without any interruption. This will smoothen traffic at toll plazas.

In the end, all I would say is that roads play a pivotal role not only for connectivity but also for economic development and growth trajectory of this country. It is an important sector of infrastructure

without which it will not only cripple our economy but also impacts social integration.

[*]**SHRIMATI POONAMBEN MAADAM (JAMNAGAR):** The first general budget of the NDA government was announced on 10 July 14 by Hon'ble Finance Minister Shri Arun Jaitley. The budget has been distinct in its unprecedented detail and thrust towards the development of road transport and highways of this country. This is reminiscent of the Vajpayee era and in sharp contrast to the UPA government of 10 years which was marked by slow approvals, disputes and poor implementation. I support the demand for grants for the Ministry of Road Transport and Highways.

The NDA Government has a credible history in developing roads and Highways. Way back in 1999 itself, the Atal Bihari Vajpayee Government had launched National Highways Development Project (NHDP). Six years of NDA regime (1998-2004) have been considered a golden period in terms of infrastructural growth. Carrying this legacy forward, Finance Minister Shri Arun Jaitely budgeted an amount of Rs. 37,880 crore for this sector. An amount of Rs. 3,000 crore was also issued for roads connecting North-East States. The government has also promised expressways around industrial corridors and new airports. Shri Jaitley’s provision of 8,500 km of

[*] Speech was laid on the Table.

highways in the current fiscal, is three times more than the best achieved in any year.

I would commend the roadmap to lay down 23 km of road/highway everyday. This vision has been well augmented by the proposed infusion of funds into NHAI and the proposal to work on select expressways in conjunction with the development of industrial corridor. Currently, road projects worth Rs. 83,000 crore are pending completion. Since, 2009, the United Progressive Alliance (UPA) government recorded the completion of only three projects, adding just 315 km to the existing highways' network. For the past few years, the projects have not been able to attract private investors, which is why the focus on having projects through government funds. NHAI is also expected to explore the public-private-partnership projects in the sector.

The budget is good for infrastructure as it touches on all aspects that investors wanted to hear across sectors like coal, power, roads, airports and ports. This budget underlined his government's focus on reviving India's economy by giving an impetus to the infrastructure sector. Not only did the finance minister make large allocations to infrastructure, he also set the tone for a better policy framework for

execution of projects as he looks to tap private sector resources for the capital-intensive sector.

The task is very challenging because we need to revive growth to rais adequate resources for our developmental needs. But I am sure that under the leadership of our Prime Minister and with support from all sections this government will be able to push development in infrastructure sector.

Now I would like to bring attention of the house to one specific issue of my constituency Jamnagar, which is related to Ministry of transport & highways. In this regard I draw your kind attention to Notification No. SO-312(E), dated 22/02/2012, whereby the Road Transport and Highway Ministry of Govt. of India has notified NH 947 with a distance of 461 Kms starting from Sarkhej (on NH 8A) connecting Viramgam, Maliya, Dhrol, Jamnagar, Vadinar and Dwarka, and terminating at Okha. However, it may be noted that subsequently NH 947 was omitted by the Ministry in its Notification No. 2309 dated 25/09/2012.

I would like to highlight that Saurashtra and Kutch are two very important regions in the state of Gujarat. The Kandla and Mundra ports are situated in Kutch region and play significant role for industries located in entire state of Gujarat. Further, Jamnagar district

of Saurashtra region is industrial hub for Brass industries and corporate giants such as Reliance, Essar and Tata Chemicals have their refineries/plants located in this constituency. At present, the Kutch and Saurashtra regions of Gujarat are connected via state/costal highways and NH 8A, which are not suitable for movement of heavy vehicles. The vehicles from Jamnagar need to take the alternate route via Rajkot to reach Kutch region. This not only increases the length of journey by 45 Kms but also has resulted in very heavy traffic on the Rajkot-Jamnagar-Dwarka-Okha state highway.

I am sure that if existing state/costal highways starting from Sarkhej (on NH 8A) and terminating at Okha via Viramgam- Maliya-Dhrol- Jamnagar- Vadinar-Dwarka is announced (NH 947), the width and condition of roads will improve. This step by the Ministry will be significant as the SMEs and Corporates, which are also the main sources of employment for the people of Jamnagar constituency, will be benefited and encourage business activities. This step will also of great significance to the industries based in and near Ahmedabad as they will be able to connect to ports of Kutch region via NH 8A and proposed NH 947. Apart from trade activities, this step will also help in improving the tourism activities of both Saurashtra and Kutch regions.

I would like to conclude by stating that the state is set for the revival of the golden era of the road infrastructure and highways in this Country as envisaged by Shri Atal Bihari Vajpayee ji. The provisions for road infrastructure and highways sector in this budget not only augurs well for the sector but would be a key catalyst for the growth of the industry and manufacturing infrastructure in this country.

[*]**SHRI K. ASHOK KUMAR (KRISHNAGIRI):** With the blessing of our Hon'ble Chief Minister of Tamilnadu, 'Amma', I would like to raise an important issues of Krishnagiri Parliamentary constituency.

A vehicular underpass also needs to be constructed in NH 46 Krishnagiri to Walajapet at Km 2/600 main entry to Krishnagiri Town at Dhonagonkottai and a vehicular underpass to be constructed in NH 07 Attipalli-Samalpallam Km 88/800. Crossing 6 lane NH 7 to come across the road is very difficult and an average of 2 to 5 deaths has been reported at the above roads/points.

Sir, a vehicular underpass to be constructed at Melasomwarpet nearby Toll Gate in NH 07 Attibele to Krishnagiri at Km 88/500 (near Toll Gate) which is connecting several villages to Krishnagiri Town. Without underpass, the general public, even for burial ground, they have to cross 6 lane NH with dead body which creates lot of traffic problem and road accident.

Another important work in my constituency is for early completion of NHAI 66 Krishnagiri to Tindivanam highway project in Tamilnadu.

---

[*] Speech was laid on the Table.

The above mentioned project has been awarded to M/s Transroy Private Ltd., Hyderabad on 15.04.2012 to lay 182 Km road on NHAI 66 from Krishnagiri to Tindivanam with the deadline to complete the project before 15.04.2014. But till date, the above company has completed only 58% of the project work and the remaining 42% is yet to be completed. Due to this inordinate delay in completion of the project, there is lot of road accident happening on this road. So necessary steps may taken against this company for not completing the project on time and order to complete the work expeditiously without any further delay.

Hence, I request the Union Government to take suitable action to complete the above projects in my constituency.

[Translation]

[*]**SADHVI NIRANJAN JYOTI (FATEHPUR):** I support the Demands for Grants of the Ministry of Road Transport and Highways. The six-laning work on NH-2 and NH-24, covering the stretch from Etawah through Auraiya, Bhognipur, Pukhrayan, Mati, Kanpur Dehat and Kanpur Nagar, and further from Fatehpur to Allahabad, is progressing at an extremely slow pace. This has caused severe inconvenience to the general public as well as to traders. Due to delays in the transportation of goods, many consignments get damaged. Road accidents on these routes have also increased significantly. At the toll plaza constructed at Bara, amounts higher than the notified rate list are being collected from commuters. This malpractice must be stopped immediately. The condition of the Bara-Jhansi National Highway is extremely deplorable. Large potholes have developed along the road, resulting in reduced vehicle speed, wastage of time, and substantial damage to vehicles. In view of the growing traffic pressure, there is an urgent need to convert this National Highway into a six-lane corridor. The condition of National Highway-91 connecting Kanpur and Delhi is also unsatisfactory. The road has deteriorated at several locations and requires immediate upgradation to four lanes.

[*] Speech was laid on the Table.

Similarly, the construction work on National Highway No. 186 from Kanpur to Sagar is progressing very slowly and needs to be expedited. Keeping in view the anticipated increase in population and traffic, this highway should also be converted into a four-lane road in the near future. In my Parliamentary Constituency of Fatehpur, the construction of a bridge over the river Ganga at Kotla is essential. A bridge over the river Yamuna on the Mawai-Makarandpur route is also urgently required. Further, there is a need to construct a bridge over the river Ganga via the Khaga-Nauvasta-Hatgaon road, a bridge over the Non River near Varsha Kyodra from Amaula, and a bridge over the river Yamuna at Augasi on the Fatehpur-Banda route. In addition, the construction of a four-lane road from Bahraich and Bachhrawan through Fatehpur to Banda and Chitrakoot is of great importance.

Thereforem, I would like to request that all the above demands be duly included in the Demands for Grants of the Ministry of Road Transport and Highways and that the necessary construction works be undertaken at the earliest in public interest.

[English]

*__SHRI JOSE K. MANI (KOTTAYAM):__ Although India has a dense network of roads and highways we are far behind when it comes to the quality of roads. The world economic forum report on travel and tourism competitiveness puts India on rank 85 in the world in terms of quality of roads. It's a known fact as to how majority of roads and highways in India have to be reworked on every year due to their poor quality.

The world health organization released a global status report on road safety 2013 recently which says that the road traffic deaths in India are 18.9 per 1 lakh which is on a higher side. Approximately 3% of GDP is lost annually due to road traffic crash. Also road accidents on national highways constitute 31% of total accidents in the country and 36% of total fatalities in India (source Ministry of Road Transport and Highways). In spite of this the budget has neglected the safety aspect on roads and highways. Out of the total road casualties only 11-49% of seriously injured people are transported by the ambulances. Far greater emphasis should have been given in improving the road and national highway safety measures by expanding infrastructure like intensive trauma care hospitals,

* Speech was laid on the Table.

increasing 24 hour ambulances on the highways. The Government should perhaps (or could) have boosted the project for trauma care on the national highways started by the previous government.

Also there must be a national helpline for emergency medical services on the highways which would be easier for people to remember. Government has announced a sum of Rs. 50 Cr. for a scheme on women safety on public transport and I think this sum is far too meagre considering the cause.

The roads and highways Ministry recently came out with a white paper listing the problems faced by the road sector which highlighted the problem lack of co-ordination between various ministries as a main reason for road projects not been implemented. Also the NHAI is under massive depths which to owes to infra companies. The Road Ministry had diverted, till 2013-14, Rs. 6,966 crore kept for NHAI to other projects. NHAI is in debt and owes about Rs. 35,000 crore to infra companies.

Kerala is one of the most densely populated states in the country. Given the density of population the spread of national and state highways is also strained. The density of national highways in Kerala per thousand people is less than the national average (Kerala is 0.46km/1000, national average is 0.69km/1000) the width of the

highways in Kerala is 30 mts which is narrower than the usual NHAI norms due to problems of population density and land acquisition. This in some way also results in a lot of road accidents. In 2013 alone there were 35,215 road accidents in Kerala which led to the death of more than 4200 people and many others were left injured.

In railways too, the state of Kerala this time had nothing to rejoice from the railway budget. Under these circumstances the government of India had a great opportunity to tap the immense potential of inland navigation of Kerala. A sum of Rs. 4200 crore was announced by the FM in his speech to develop a project on river Ganga (Jal Vikas Marg) National waterway-1 developed between Allahabad and Haldia. Along with this, Inland Waterways Authority of India has also decided to invest Rs. 2000 crore to develop waterway in Odisha (the Inland Waterways Authority of India along with the Odisha Government and Port of Paradip and Dhamra will develop National Waterways-5, which includes stretches of many rivers in Odisha and West Bengal) source PIB.

There are 41 rivers, several backwaters, canals and lakes in Kerala and 1895 Kms of navigable waterways in Kerala. A similar project should have been announced to tap the enormous potential of inland navigation of Kerala. The national waterway-3 does connect

various industrial centers to Kochi but still there is ample scope to further improve the canals of Udyogmandal, Champakara and other such ports. Improving inland navigation won't only help big industries but also traditional industries like Choir, cashew, brick making and fishing. Kerala as everyone knows is one the most environmentally conscious states in the country. We are also home to the ecologically sensitive Western Ghats. Developing an inland navigation will also help in dealing with the problem of air pollution by reducing the emissions of countless vehicles plying through the narrow highways of Kerala. It can also reduce the stress on the road infrastructure in Kerala thereby minimizing traffic jams at highways and also reduction in road accidents. It is also very cost effective and cheaper than other modes of transport. Unfortunately though the government seems to have turned a blind eye on what could have been a wonderful opportunity to help transportation, benefit trade, economy and environment at the same time through development of inland navigation in Kerala which would have also impacted positively on the national front.

[Translation]

*__SHRI RAHUL KASWAN (CHURU):__ India has the largest road network in the world, spread over more than 4.865 million kilometres. The Government has set a target of constructing roads at the rate of 30 kilometres per day after two years. At present, even three kilometres of roads are not being constructed per day. During the tenure of the previous Government, there was a sharp decline in the pace of National Highway construction. The technology adopted by the Government for uprooting large trees along with their roots using machines and replanting them elsewhere is commendable. An amount of about Rs. 20,000 crore has been allocated for road construction works in the Ladakh and Leh regions of Jammu and Kashmir. This step taken by the Government is highly appreciable. This allocation should be further increased, as the region is extremely sensitive and deserves greater promotion from the tourism perspective. Considering the poor condition of highways, the Government has decided to construct National Highway projects through government funding instead of the BOT system. The Government is in favour of completing these projects with support from the public exchequer so that highway construction can be expedited. For this purpose, the

* Speech was laid on the Table.

Government is also planning to set up a financial corporation for these projects. With regard to road accidents, the Government has identified 450 locations on highways where accidents have occurred repeatedly, sometimes up to 30 times. Steps have been taken to prevent accidents at these locations. However, despite the collection of tolls on National Highways, people are still forced to face potholes and uneven roads. The common citizen pays toll for good roads. In such a situation, why is toll being collected on NH-8? Levying toll on such roads is unjustified. On paper, the standards prescribed for road construction are very good, but they are not implemented on the ground. Accountability must be fixed in this regard. Roads are being constructed using substandard materials. It is with great anguish that I must state that in testing laboratories, contractors manage to obtain reports prepared as per their convenience. The quality control and supervision of highway construction are carried out by supervision consultants and independent engineers appointed by the National Highways Authority of India. This team includes several experts and engineers entrusted with ensuring the quality of work. Are these teams actually discharging their duties? What is the justification for the expenditure incurred on such supervision if the desired outcomes are not achieved? The system of awarding contracts on the basis of the

lowest bid is also flawed. Under this arrangement, contractors focus on reducing costs rather than improving quality. This is precisely why the use of inferior materials and substandard bitumen in road construction has become commonplace. Roads that are expected to last for twenty years begin to deteriorate on one side even as construction is completed on the other. No one is held accountable, and the entire process appears to function on the basis of commissions. According to a study conducted some time ago, poor-quality roads cause an annual loss of about Rs. 30,000 crore to the national economy. However, the reality is that this loss is far greater. This amounts to a national crime, the burden of which is ultimately borne by the common citizen. Five years ago, in my Parliamentary Constituency, under the Central Road Fund, roads from Rajgarh to Behal on the Rajasthan border, covering 17 kilometres, and from Bairasar Bada to Mandela-Neshal, covering 20 kilometres, were constructed at a cost of Rs. 4 crore per road. Both these roads collapsed within four months. Only those who suffer know the conditions under which people are compelled to travel there today. It has become impossible for vehicles to ply on these roads. These roads must be reconstructed immediately under the Central Road Fund. The roads carried a guarantee of five years, yet they were destroyed within

four to six months. If this is not a national crime, then what is? I want to know which officers were responsible for getting these roads constructed, who inspected them, and what action has been taken against those responsible for the suffering of the people. Why are they being spared? We speak of nation-building. Under such circumstances, can we truly build the nation? The fear of governments has diminished, and there is no accountability whatsoever. Even the roads constructed by the Border Roads Organisation are not being built in accordance with prescribed quality standards. In my area, the Nokha-Chhapar-Shridungargarh road was constructed by the said organisation, but it deteriorated within a short period after completion. This also needs to be properly evaluated. Similarly, the Pilibanga-Rawatsar-Nohar-Bhadra-Dabri Mod road was constructed by the Border Roads Organisation, and at present, it is not even possible to travel on this road. The Nohar-Bhadra road was constructed by RIDCOR, yet the condition of this road is extremely deplorable. This road should be reconstructed through the Central Road Fund or through any other appropriate mechanism. Further, the Rohtak-Bhiwani-Loharu-Pilani-Rajgarh road and the Sirsa-Bhadra-Rajgarh-Malsisar-Jhunjhunu-Gudha-Rigas road should be declared as National Highways.

[*]**SHRI KAUSHAL KISHORE (MOHANLALGANJ):** I would like to draw the attention of the Government and the Hon. Minister for Road Transport and Highways to the deplorable condition of roads.

The partially constructed National Highway from Lucknow to Agra should be completed at the earliest, and the collection of toll tax from private vehicles on this unfinished stretch should be stopped.

Similarly, the incomplete work on the Lucknow-Rae Bareli Highway should be completed without further delay. In the same manner, the State Highway from Lucknow to Shahjahanpur via Hardoi should be declared a National Highway and developed as a divided road so as to prevent road accidents.

Under the Pradhan Mantri Gram Sadak Yojana, the following partially constructed roads must be completed immediately:

1. From Gangaganj on the Lucknow-Sultanpur Road via Nagra to Nigohan.
2. From Saidapur Chauraha in Mal Development Block of Lucknow district to village Maiksi.
3. From village Bargadi in B.K.D. Block of Lucknow via village Shivpuri to Itaunja.

[*] Speech was laid on the Table.

4. From Chhandoiya Chauraha in Lucknow city via Begariya to the Kanpur Road bypass.

Further, in order to prevent accidents in my Parliamentary Constituency of Mohanlalganj, it is essential to construct dividers on the following roads:

1. From Lucknow to Haidergarh.
2. On the road from Lucknow Dubbagga to Mal.
3. In Lucknow, from Mavipanad to Andhe Ki Chowki.
4. In Lucknow, from Malihabad to Itaunja and from Rahimabad to Mal.

In Lucknow district, the road from Malihabad to Mohana town in Unnao district, via village Jodaiya up to the Narora culvert on the Mohan Road, must be reconstructed. In addition, under the Pradhan Mantri Gram Sadak Yojana, the construction of the road from village Baheliya to village Lohjra via Sirgamaun in Malihabad Block of Lucknow district is urgently required. Similarly, in Kakori Block, the construction of the road from village Ranipamajh to the Mal-Dubbagga Road, and from village Dona via village Badbadakhera to the Mohan Road, is also extremely necessary in public interest.

SHRI DHARMENDRA YADAV (BADAUN): Sir, I thank you for giving me the opportunity to speak on this important matter. Although the Hon. Minister is highly experienced, I would like to place a few suggestions before him. First of all, I would like to submit to the Hon. Minister that when projects are formulated by the NHAI and other agencies and tenders are awarded, the No Objection Certificates from the Forest and Environment Departments are often not obtained in advance. Due to the absence of such clearances, the project cost increases manifold. As a result, several tenders are subsequently cancelled, and we ourselves have been victims of this situation. The tender for National Highway-91 from Aligarh to Kanpur was awarded two or three years ago, but as the Forest Department clearance was not granted, the tender was eventually cancelled. I believe that NH-91, which runs from Aligarh through Etah, Mainpuri and Kannauj to Kanpur, is among the worst roads in the country. Further, I would like to submit that out of the total National Highway network of about 92,000 kilometres, a large State like Uttar Pradesh has only about 7,600 kilometres of National Highways. Out of these 7,600 kilometres, nearly 4,000 kilometres are being maintained through the NHAI and other agencies under your Ministry. For the remaining 3,600 kilometres of National Highways, the Government of Uttar

Pradesh had sought an allocation of Rs. 967 crore for the year 2014-15, against which only Rs. 347 crore has been sanctioned. Uttar Pradesh is a very important State. The Hon. Prime Minister himself has been elected from Uttar Pradesh. Even then, such step-motherly treatment to Uttar Pradesh is a matter of concern. I hope that the Hon. Minister will certainly address and resolve this issue.

Similarly, in the name of ordinary repairs, the Government of Uttar Pradesh had sought an allocation of Rs. 90 crore, against which only Rs. 15 crore has been sanctioned. There are several such matters concerning Uttar Pradesh, which the Hon. Chief Minister of Uttar Pradesh has raised from time to time. On many occasions, letters have been written to the Hon. Prime Minister, whether it was Hon. Dr. Manmohan Singh or Hon. Shri Narendra Modi. Most recently, on 11 June, a letter was written in which demands for six roads were placed before the Union Government through your Ministry. I would like to apprise the Hon. Minister that National Highway-29, which runs from Varanasi through Ghazipur to Gorakhpur, and National Highway-24, which connects Rae Bareli to Allahabad and originates from Lucknow, were four-laned up to Rae Bareli during the tenure of the UPA Government. We hope and earnestly request that the remaining stretch connecting Allahabad to Lucknow be completed at the earliest.

Allahabad is an extremely important city. It is a sacred city, the venue of the Kumbh, the seat of the High Court, and home to several major institutions. The road connecting Allahabad to Lucknow is still incomplete and requires urgent attention. I would like to request that this four-laning work be completed. Similarly, National Highway-232 from Tanda Lalganj through Fatehpur up to Banda also requires urgent attention, as does the Aligarh-Kanpur stretch, which I have already discussed. The Rampur-Rudrapur road and the Bareilly-Sitapur section, which forms part of the Delhi-Lucknow route, are in a very poor condition, particularly between Bareilly and Sitapur, as you would yourself observe. When Hon. Shri Atal Bihari Vajpayee was the Prime Minister, his birthplace was Bateshwar and his karmabhoomi was Gwalior. It was his wish and aspiration that there should be a direct highway connecting Gwalior to Lucknow, passing through Etawah, Bharthana, Bidhuna, Bela and Kannauj. A notification was also issued at one stage for this highway, but subsequently several problems arose, and this project, which was to be known as National Highway-91A, has not been taken forward. Therefore, we hope that the Hon. Minister will give special attention to these highways and also consider the various demands placed before him from time to time by the Hon. Chief Minister of Uttar

Pradesh. I would also like to place on record a grievance that out of the nine priority roads identified by you through a meeting, not even a single road has been included from Uttar Pradesh. ...*(Interruptions)* If such an approach is adopted towards a State as important as Uttar Pradesh, it becomes a matter of concern for us, especially when we have placed great hopes on your leadership. We have heard much praise about the Mumbai-Pune road, and we expect that just as you have constructed the Mumbai-Pune road, similar quality roads will be built across the country. However, these assurances should not remain mere promises. I recall the first Address of the President during the tenure of the UPA Government, when it was stated that ten kilometres of roads would be constructed per day. Similarly, the Hon. Minister has now resolved to construct thirty kilometres of roads per day. The UPA Government could not even achieve ten kilometres and was confined to about three kilometres per day. We sincerely hope that the Hon. Minister does not fall short of the promise of thirty kilometres and stop at five or six kilometres per day. We expect that having made a commitment of thirty kilometres per day before the nation, you will certainly fulfil it, and that this endeavour will begin with Uttar Pradesh. With this hope and confidence, I thank you very much.

[*]**DR. SUNIL BALIRAM GAIKWAD (LATUR):** I have been elected to this House from the Latur Parliamentary Constituency of Maharashtra. I wish to state that National Highway No. 361, which runs from Ratnagiri via Latur towards Nagpur, is in an extremely dilapidated condition. On this National Highway, particularly on the stretch from Ausa to Nanded, there are large potholes. Owing to these potholes, several accidents have occurred, resulting in the loss of innocent lives.

I would like to request the Government to issue directions at the earliest for the repair and restoration of this stretch of the National Highway, so that precious lives may be saved. At the same time, I also demand that the work of converting the Ratnagiri-Nagpur National Highway No. 361 into a four-lane highway be commenced without further delay.

[*] Speech was laid on the Table.

[*]**SHRI TARIQ ANWAR (KATIHAR):** For the development of any country, communication and transport play a very vital role. Railways, roads and waterways together can significantly contribute to development. Whether it is the transportation of goods or the movement of people, these three modes enable the country to move goods and people from one place to another. There was a time when waterways were extensively used for the transportation of goods. However, due to the pollution of rivers and their drying up, this mode has almost ceased to exist. At present, whether it is passenger movement or the transportation of goods, we are primarily dependent on roads and railways.

According to an estimate, India is among those few countries whose road network is not inferior to that of any other country. Since Independence, considerable progress has been made in road construction. However, keeping in view the geographical structure of the country, there is an urgent need for substantial improvement in National Highways.

It has become essential to widen all National Highways. Considering the rapid increase in the number of vehicles of various

[*] Speech was laid on the Table.

kinds, the need for four-lane and six-lane highways is steadily growing. This would also help in preventing road accidents.

I hope that the targets set by the Government of India will be pursued with full sincerity and determination, and do not remain confined merely to newspaper headlines. The Hon. Minister, Shri Nitin Gadkari, has also referred to this on several occasions in public announcements. We welcome the declaration of the Government of India that it should not take more than twenty-four hours to travel from one corner of the country to another.

Finally, through you, I would like to draw the attention of the Government to my Parliamentary Constituency of Katihar.

In the year 1984-85, the Government of India decided to link National Highway 31 and National Highway 34. As part of this linkage, National Highway 81 was declared. I would like to inform the Hon. Minister that nearly thirty years have passed, yet the work on NH-81 has not been completed. This clearly reflects the slow pace at which National Highway projects have progressed.

Therefore, I would like to request the Hon. Minister to ensure that the work on National Highway 81 is completed at the earliest. This National Highway will not only connect two States but is also

directly linked to the overall development of my Parliamentary Constituency of Katihar.

[English]

***SHRI NALIN KUMAR KATEEL (DAKSHINA KANNADA):** The Hon. Finance Minister in the budget for the year 2014-15 made an allocation of Rs. 37,880 crores in NHAI and State Roads, which includes Rs.3000 crores for the North East. Out of 37,800 crores Rs. 150 crores for Road Transport and Rs. 50 crore is earmarked for a scheme on Women Safety on Public Road Transport from Nirbhaya fund.

The National Highways Development Project is the largest highway project ever undertaken in the country. This is being implemented by NHAI. NHDP proposed to upgrade and strengthen a total of 54,478 arterial routes of National Highways network to international standards through various phases of NHDP, out of this 21,787 km has been completed till March 2014.

Cities and towns play a vital role in promoting economic growth and prosperity. Although less than one-third of India's people live in cities and towns, these area generate over two-third of the country's income and account for 90% of government revenues. So better transportation facilities with good roads and public transport system

* Speech was laid on the Table.

would help people to live happily. On the contrary these days people in cities and towns are to spend their most precious time either in traffic jams due to huge traffic or they are forced to drive slowly due to poor roads. Therefore, public transport facilities should be introduced in all major cities, and also tier I and tier II cities.

The government of Karnataka has submitted a proposal for upgradation of the 385 km state highway from Bangalore to Mangalore via Ramanagaram, Channapatna, Mandya, Mysore and Madikeri, that joins the National Highway 17 in Mangalore. I would like to urge upon the union government to take steps to complete the project at the earliest.

Another thing I would like to point out is that there is an urgent need to improve the country's road safety scenario. I would like to mention that major problem on the Indian roads is the mixing of traffic. Same road is used by high speed cars, trucks, two wheelers, tractors, animal driven carts, cyclists and even by animals. Even highways are not free from this malady. This increases traffic time, congestion and pollution and road accidents. In order to prevent this problem the government must take up publicity campaign for raising awareness about prevention of road accidents and fatalities.

Shiradi Ghat is a 30-km stretch between Sakleshpur and Gundya on National Highway 48 and it is a vital link between Bangalore and coastal Karnataka. Besides connecting Mangalore, which is the headquarters and major attraction and other coastal towns in Dakshina Kannada district the Shiradi Ghat also links many tourist places in and around the district.

The condition of the road is in a very bad state with full of potholes. Even though temporary repair works were undertaken on the Ghat stretch this would not yield any result as it is seen filling the potholes with traditional method. The pothole-filling work was in full swing. The 30 km stretch of Shiradi Ghat section takes at least two hours to cross the stretch to go further. Road-users as well as residents of the area are facing great difficulty. Therefore, I would like to urge upon the government to take steps to improve the condition of the road.

[Translation]

SHRI JAI PRAKASH NARAYAN YADAV (BANKA): Hon. Chairperson, Sir, while participating in the discussion on the Demands for Grants of the Ministry of Road Transport and Highways, I wish to submit that transport plays a very significant role in nation-building and national prosperity. There is competition in the transport sector. Road transport competes with air transport and railways. In this competition, if roads are not of better quality, the progress that we wish to achieve through improved transport facilities will be adversely affected. The number of vehicles is continuously increasing, ranging from two-wheelers to 16-wheelers. Accordingly, roads must also expand, and better-quality roads must be constructed. There must be a substantial improvement in infrastructure. At such a time, it is appropriate to recall Sher Shah Suri, who constructed the Grand Trunk Road. Thousands of years ago, he conveyed a message to the world by constructing a road from Delhi to Agra and up to Kolkata, thereby giving a vision to the people of India. I would also like to recall Hon. Shri Atal Bihari Vajpayee, during whose tenure significant work was carried out in the field of road construction. A fellow Member has spoken about the issue of toll tax, and I fully agree that toll tax is causing various kinds of difficulties. Some solution should be found

in this regard, and the system of toll tax should be abolished. By constructing highways, expressways, four-lane and six-lane highways, we must accelerate the pace of development. Bihar has consistently faced neglect in matters relating to roads. During UPA-I, some roads were constructed, but at present, Bihar continues to face serious neglect in this sector. I would like to urge the Hon. Minister to accord priority to Bihar. The population density in Bihar is high, and floods cause widespread devastation. There is a constant conflict between roads and water, as roads are damaged when floodwaters submerge them. This issue requires serious consideration, and effective solutions must be found to address it.

Bihar has areas affected by extremism, forests and hilly terrain. I have been elected from Banka. There are regions such as Jamui, Bhagalpur, Munger and several other parts of Bihar where roads need to be improved and National Highways must be developed properly. Adequate arrangements should be made in this regard. Efforts should also be made to connect places of pilgrimage with National Highways. Good roads can also be constructed along canals, and research should be undertaken in this direction. Today, roads constructed under the Pradhan Mantri Gram Sadak Yojana have yielded significant benefits. Bihar has derived substantial advantage from this scheme, and similar

benefits have accrued elsewhere as well. Therefore, we want the quality of roads to be improved. Both quality and quantity must be ensured. Contractors often act arbitrarily, and as a result, roads are not constructed to the required standard. Such arbitrariness must be checked, and there should be no compromise on quality. Work must be carried out in a time-bound and systematic manner. For accidents, I would request that special helicopter services be arranged so that medical teams can reach accident sites at the earliest. This matter deserves serious discussion. Villages must also be connected effectively.

At the same time, special attention should be given to our border areas. We have already discussed the construction of the Bhagalpur-Katoria-Deoghar road. I would like to know by when the bridge being constructed over the River Ganga at Sultanganj will be completed and how much funds have been allocated for it. The roads from Sultanganj to Pirpainti, Banka to Bounsi via Bhagalpur, Banka to Jaipur via Jamdaha up to Deoghar, and the Munger-Mokama stretch, as well as the Barahiya bypass on National Highway-80, have remained stalled for the past three years, and the bypass work has not been completed. A bypass at Banka is also required. The remaining portion of the Munger Ganga rail bridge has not been completed, and the remaining

work at Digha is also pending. In addition, I beg to lay on the table the list that I have with me. Several projects relating to Bhagalpur, Munger, Banka, Jamui and Lakhisarai should also be included. I urge the Hon. Minister to note that transport plays a very major role in development, and large-scale efforts are required to improve transport infrastructure. Sand-laden trucks ply on these roads. You have constructed National Highway-80, and nearly five thousand trucks pass daily through Bihar, Banka and other areas. If five thousand trucks run on a single road every day, how can that road remain in good condition? The roads must also have adequate load-bearing capacity. Some solution has to be found, because if five thousand trucks ply on a road every day, the road is bound to deteriorate.

In conclusion, I would like to request Shri Gadkari to pay special attention to my area and to the State of Bihar. It now rests with you whether Bihar continues to be neglected or is taken forward on the path of development. Bihar has always conveyed a message to the nation, and it must not be ignored. With this confidence and hope, I conclude my remarks.

[English]

[*]**DR. SHRIKANT EKNATH SHINDE (KALYAN):** Although infrastructure denotes maximum importance for a nation, we have inherited inadequate infrastructure along with total negligence. The state of National highways, carrying 40 percent of total road traffic is hampered due to just 2 percent road network as per Planning Commission Report 2012-17.

While these National highways do not meet the required standards only a few (25%) are four lanes or more. As a result of inadequate highways the average speed of trucks is estimated at around an abysmal 20 kilometers. Delays at inter-state and intrastate checkpoints and toll booths add to the difficulties of transporters and usual trucks can cover just about 250 kms per day, compared with 800 kms in developed countries. Congestion has resulted in poorest road safety. Road accidents in India are continually increasing.

Hon. Shri Gadkariji is very well equipped with his experience of rejuvenating the highways in Maharashtra and I am sure that the state of infrastructure is safe and kicking in his hands.

[*] Speech was laid on the Table.

Moving from National highways to Maharashtra, I would like to request Gadkariji to personally monitor the expeditious implementation of the following projects. 8-laning of NH3 Mumbai-Nashik Highway; 4-laningof Kalyan-Murbad State Highway and further crossing the Malshej Ghat. Emphasizing the need for Railways to go in a big way for transportation of materials and goods.

Delays have been part of life for us. However these inordinate delays in conceptualization to completion have to be reduced drastically and people should be made accountable for delays on their part.

Given that a large part of India's freight traffic is transported over long distances and consists of bulk material, transporting it by rail would be both more economical and environmentally friendly than transporting it by road. The unit cost of rail transport is also lower, as are accident costs.

Now, equipped with Hon. Modiji's new vision of Minimum Government-Maximum Governance, I am sure there will be a significant change in the scenario.

I sincerely request Hon. Gadkariji to ensure fast and speedy sanction and implementation of these highway projects.

We have been successful after a huge struggle to get two important infrastructure projects sanctioned from the MMRDA in my Constituency. These projects are namely, Mankli Bridge on NH3 Kalyan bypass so that the travel time between Kalyan and Thane could be reduced drastically resulting in saving of fuel also. Kalyan Vashi Railway Route through Nilje-Kalamboli so as to convenience lakhs of passengers travelling by rail on this route.

Both these projects are awaiting statutory clearances from the Government of India including the most essential environment clearance. My constituency which has suffered badly at the hands of the earlier Government looks forward to a sympathetic consideration and speedy statutory permissions so that the work can be completed as scheduled.

Almost every infrastructure project is delayed from Maharashtra and some of them for up to 40 years. Take the example of Kalyan-Ahmednagar-Raiway via Malshej. Remaining in the Pink Book of the Railways the project has not seen the light so foar.

Justice delayed is justice denied.... I need to emphasize that the people of my constituency have suffered to a great extent and we need to look at their needs finally.

[*]**SHRI Y.V. SUBBA REDDY (ONGOLE):** I would like to draw the attention of the Hon'ble Minister to the proposals submitted for conversion of new National Highway route from Hyderabad-Srisailam-Dornala-Thokapalli via Dornala Peddaraveedu-Markapur-Podili-Kondepi-Tangutur. This is an important route which covers major places of Prakasam district of Andhra Pradesh. It stretches 140 km and links major parts of the district joining with NHAI, Railway Line and coastal area of the district.

Secondly, a proposal has been submitted for 4 laning of Ongole-Nandyal (R&B) road which falls under my Parliamentary constituency is the arterial road of the district as it horizontally bisects the entire district while connecting many mandals to district headquarters with adjacent District Kurnool. It also joins NH-18 on the other end. This is an important corridor having heavy traffic congestion.

Thirdly, Government of Andhra Pradesh has submitted a modified proposal for conversion of contemplated New National Highway route in Prakasam district from Macherla-Yerrangonda Palem-KG Road, Tokapalli-Bestavaripeta-Vemulapadu-Kanigiri. It was modified covering the important areas of the district with

[*] Speech was laid on the Table.

National Highway via Thokapalli-Rudrasamudram-Donadonda-Kanigiri. Moreover, contemplated route distance is 181 kms and the route modified is 154 kms only.

I request the Hon'ble Minister to consider these for inclusion in the Demand for Grants for 2014-15

16.00 hrs

SHRI NINONG ERING (ARUNACHAL EAST): Hon. Chairman, Sir, I rise to speak on the Demand for Grant concerning the Ministry of Road Transport and Highways.

As the time allotted to me is very short, I would mainly focus on the roads infrastructure in the north-east region. As is the general understanding, the second largest road network of the world is in our country which has got more than 3.3 million kilometres of roads. We have 60 per cent goods traffic and 85 per cent normal traffic.

16.01 hrs (Shri Hukmdeo Narayan Yadav *in the Chair*)

We have the Border Roads Organisation. We have the State road construction agencies and we also have the National Highways but in the implementation of schemes, we have seen that there is a lot of infrastructural difficulties, especially in the north-eastern region. The previous Government had started with the National Highways Development Projects, especially in 1998 for the construction of roads of international standards which the present Government has to follow up.

When we speak about the *riyasat*, it is said that we have handed over a lot of burden and extra deficit but we would also like to impose

on our very good Members of the Treasury Benches, the Golden Quadrilateral which is known as the GQ of 5846 kilometres with four-lane roads. We then have north-south and the east-west corridors which are also known as the NSEW with 7142 kilometres. We also have under the NHDA Part-III, which comprises roads that are under construction and which have to be followed up by the present Government.

We had also put special emphasis on extremist and naxalite areas like Andhra Pradesh, Bihar, Chhattisgarh, Madhya Pradesh, Odisha and Uttar Pradesh with an outlay of more than Rs.1800 crore during 2013-14. So, even with all this, the present Government is saying that we have some special proposals for you. I would like to inform the present House that the total allocation for the Ministry of Road Transport and Highways for 2013-14 was Rs.39859 crore whereas in the present year, you have made an estimate of Rs.37881 crore which is less by Rs.1978 crore. So, this is very unfortunate because development of infrastructure is very necessary for the development of States, especially in the north-east regions where we are really lacking.

The Ministry took special accelerated road projects for the north-eastern region in 2013-14 which amounted to 10140 kilometres of

national highways. It would be connecting about 88 district headquarters. Now, you will see that the allocation is less than nine per cent. You are saying that you have given an allocation of Rs.3000 crore. Last year, we had a shortage of Rs.300 crore but here I would like to emphasize that the budget of Rs.3700 crore and we get 10 per cent out of it. So, we are now short by more than Rs.180 crore and that is not a very small sum. So, I would like to inform the hon. Minister of Road Transport that he should really take up this issue, especially for the regions of north-east.

Now I would like to also emphasize that taking the topographical and climatic conditions where you have six months' time to work on roads into account, it is very unfortunate that the Government is giving a kind of step-motherly treatment to the people of north-east.

When I refer to the issues of my own State, I would not take much time. We have environmental problems especially with regard to the SRDP and NE projects. I am of course, very grateful to the hon. Minister of Environment and Forests that at least he has given a 100 kilometre relaxation for bordering areas either from China or from Myanmar. That is a very big relaxation that has been offered but in respect of the very remote areas and very sensitive areas -- especially the areas where the Chinese had come in 1962, that is in Galing,

Annine, Chakglaham or in Kibito or in Vijaynagar or in Pungchawaka -- if we do not have the connectivity, then we will have a very big problem in future also. We have a national project there, namely, the Bogibeel project and if we have paucity of funds for this project, then I am sure, we will not be able to complete this project within the stipulated timeframe.

I would like to make request to the hon. Minister to give special attention to the North East, especially with regard to connectivity of all the North Eastern States. I would also like to make a request with regard to the East West corridor. All the headquarters, let it be Imphal, or Mizoram, or in Nagaland or let it be in Arunachal Pradesh or in Sikkim, all these places should be properly connected so that these places also develop with regard to infrastructure.

[Translation]

Hon. Chairperson, Sir, I express my sincere gratitude to you for giving me the opportunity to speak on this subject. I would like to submit that in areas affected by terrorism, extremism and organised activities, it is essential to guide the youth, especially children, towards the right path. For this, infrastructure development is indispensable. If there are no roads and no transport facilities, there can be no development in such regions.

Chairperson Sir, with these words, I once again thank you and conclude my remarks.

SHRI CHINTAMAN NAVASHA WANAGA (PALGHAR): I am grateful to you for granting me the opportunity to speak. I would like to thank Hon. Gadkari Ji on assuming charge as the Minister for Road Transport and Highways. In Maharashtra, Gadkari Ji is popularly known as "Roadkari", because during the tenure of the BJP-Shiv Sena Government in the State, when he served as the Minister for Roads, Transport and Highways, he adopted a clear and firm resolve that every village must be connected by a road. His first objective was to link villages with a population of 2,000 with all-weather roads, and his second objective was to connect villages with a population of 500 with paved roads. I would like to state with pride that nearly 90 percent of the roads in Maharashtra were developed under the leadership and guidance of Gadkari Ji.

When Hon. Atal Bihari Vajpayee Ji was the Prime Minister, his Government resolved that every village in the country should be connected by a pucca road. Hon. Atal Ji called Gadkari Ji from Maharashtra to Delhi and entrusted him with the responsibility of formulating the Pradhan Mantri Gram Sadak Yojana. Gadkari Ji played a decisive role in conceptualising and implementing the Pradhan Mantri Gram Sadak Yojana.

Gadkari Ji is also regarded as the architect of the Mumbai-Pune Expressway, the Mumbai-Pune Express Road, and the Bandra-Worli Sea Link. After assuming charge as the Minister for Road Transport and Highways, he has undertaken a comprehensive review of road projects. He has already held meetings with all Members of Parliament from Maharashtra regarding highways and has expressed his intention to hold similar meetings with Members from across the country. I have full confidence that Shri Gadkari Ji will bring about a transformative change and a revolution in road infrastructure projects.

My Parliamentary Constituency lies in the State of Gujarat, and National Highway No. 8 passes through my constituency. Work on the Coastal National Highway is currently in progress. There is also a proposal for the Vadodara-Mumbai National Highway. National Highway No. 8 is presently a six-lane highway, with a proposal to expand it to eight lanes. The Coastal National Highway is presently four-lane, with a proposal to expand it to six lanes. The newly proposed Vadodara-Mumbai National Highway is planned as a four-lane highway, with a proposal to expand it to eight lanes. My question to the Hon. Minister is whether there is a necessity for three National Highways within a distance of 17 kilometres. I agree that both existing National Highways are required. The Coastal National Highway is

already under construction, and its pace of execution should be accelerated. The Coastal National Highway is essential from the point of view of national security. However, in my considered view, the Vadodara-Mumbai National Highway is not necessary. I respectfully request the Hon. Minister to take an appropriate and well-considered decision in this matter.

National Highway No. 8 passes through Jammu and Kashmir, Haryana, Himachal Pradesh, Delhi, Rajasthan, Madhya Pradesh and Gujarat, and leads up to Mumbai. Through this route, connectivity is established further to South India, including Karnataka, Andhra Pradesh, Kerala and Tamil Nadu. However, in Mumbai, the Ghodbunder Bridge does not permit vehicles carrying a load of more than 15 tonnes to pass over it. I respectfully request the Hon. Minister to immediately formulate a plan for the construction of a new Ghodbunder Bridge. Just as the Konkan Railway was constructed to connect North India with South India, there is an urgent need to develop a new National Highway connecting North India with South India through the Konkan, Goa and southern regions. For this purpose, an immediate survey should be conducted and a new National Highway should be developed. Through you, I humbly request the Hon. Minister to kindly consider this proposal.

[*]**SHRI DEVENDRA SINGH 'BHOLE' (AKBARPUR):** I support the Demands for Grants. During his tenure, former Prime Minister Shri Atal Bihari Vajpayee launched several ambitious, popular and people-centric schemes which not only facilitated smooth mobility but also laid a strong foundation for infrastructure development, thereby taking an important step towards addressing unemployment among the common people and the youth. However, the previous Government, by adopting a lax approach during its tenure, created obstacles in mobility and development. Under the leadership of the present Prime Minister, Shri Modi, the Hon. Minister has initiated a renewed effort and ushered in a new beginning in this direction.

I would like to speak about the highways in my Parliamentary Constituency, Akbarpur. The major highways passing through my constituency include the Kanpur-Etawah-Agra Highway, the Kanpur-Hamirpur-Sagar Highway, and the Kanpur-Bhognipur-Jhansi main highway, all of which are in an extremely poor condition.

Among these, the condition of the Kanpur-Hamirpur-Sagar Highway is particularly alarming. Due to its deteriorated state, serious accidents occur frequently, resulting in the loss of many lives. This highway is heavily used by commercial vehicles, which leads to

[*] Speech was laid on the Table.

constant and excessive traffic pressure. It is one of the major highways connecting Uttar Pradesh and Madhya Pradesh. The work of widening this highway and reconstructing the road surface is progressing at a very slow pace, which is further contributing to accidents. Moreover, this highway is used by domestic and foreign tourists travelling to important religious and tourist destinations such as Chitrakoot, Maihar, Jabalpur, Panna and the world-renowned Khajuraho, which adversely affects the image of the country. Therefore, I would like to urge that the work on this highway be completed at the earliest.

The condition of National Highway No. 2, Kanpur-Etawah-Agra, is also very poor. On this highway, toll tax is being collected at rates far higher than the prescribed norms applicable at other toll plazas, whereas earlier it was fixed at 40 paise per kilometre. Until the highways are fully constructed, toll tax should not be collected. Given the deplorable condition of the roads, toll collection at the Bara-Akbarpur toll plaza should be stopped. Due to the poor condition of the highways, not only do severe accidents occur frequently, but vehicles also break down at random places, which further leads to accidents. Because of damaged roads, vehicles consume more diesel and petrol, energy is not utilised efficiently, and as a result, the country’s revenue is wasted without any productive use.

The condition of the Lucknow-Kanpur-Jhansi Highway is also unsatisfactory and it should be repaired at the earliest. Along with this, the Bhognipur-Musanagar-Ghatampur-Jahanabad-Bindki road, which is known as the Mughal Road, should be widened so that commercial vehicles can bypass Kanpur and travel directly without entering the city.

The Delhi-Agra Yamuna Expressway should be extended further beyond Agra along the banks of the Yamuna River, so that other cities situated along the river, such as Etawah, Kanpur, Fatehpur and Allahabad, can also be connected through it. With the construction of this route, the utilisation of the ravine areas along the Yamuna will lead to their development, and since fertile agricultural land of farmers will not be acquired, the cost of highway construction will also be significantly reduced. With the construction of this highway, a new expressway route connecting Delhi with the pilgrimage cities of Allahabad and Banaras will become available. Foreign tourists who visit the Taj Mahal in Agra, Allahabad and Sarnath in Banaras in large numbers will also benefit from this new route, thereby contributing valuable foreign exchange to the country.

Therefore, I would like to urge the Union Government to ensure that the construction and improvement of the above-mentioned

highways in my Parliamentary Constituency are carried out at the earliest. At the same time, for the prompt treatment of those injured in road accidents, trauma centres along with adequate medical facilities should be provided at intervals of 25 to 30 kilometres.

[*]**SHRI SHARAD TRIPATHI (SANT KABIR NAGAR):** The condition of roads and the manner in which they are used by road users are important indicators of a nation's system of governance and administration, as well as the working culture and tendencies of its citizens.

In this country, highways and roads are being severely exploited. India lags far behind in reinvesting the revenue generated from roads back into their maintenance and development. While such expenditure amounts to 96 percent in the United States, 128 percent in Japan, and 82 percent in Germany, in India it is only 35 percent.

According to a study conducted by the World Bank, a reduction of one dollar in expenditure on road maintenance can result in an increase of two to three dollars in vehicle operating costs.

There is an urgent need for the most appropriate planning and adequate maintenance of highways and roads in India. In terms of their capacity to properly handle the existing volume and load of traffic, our roads are structurally grossly inadequate. At the same time, there is widespread misuse of roads by users. Traffic rules are neither effectively enforced nor is there adequate public awareness about

[*] Speech was laid on the Table.

them. There are two primary reasons for this. First, the budget allocated for road maintenance and construction is extremely inadequate. Second, there is an absence of an effective Road and Road Users Act, as well as a lack of its proper enforcement. It is estimated that the total economic loss caused by road accidents in the country exceeds Rs. 4000 crore per year. According to a World Bank study, inadequate capacity, insufficient road width, and the poor quality of roads result in an estimated economic loss of Rs. 30000 crore annually. These losses arise mainly due to increased fuel consumption and higher vehicle maintenance costs. The adverse impact of poor road conditions on the health of road users is still beyond imagination and accurate estimation. Such losses are adversely affecting the country's economy and human life, and there is an urgent need to reduce them. Studies on user costs arising from poor road conditions in India have revealed several eye-opening facts. For instance, an increase in road surface roughness from 3000 millimetres per kilometre to 15000 millimetres per kilometre (as in the case of gravel surfaces) leads to an increase of 26 percent in fuel consumption for a truck. Similarly, if the speed of a truck falls from 45 kilometres per hour to 20 kilometres per hour, fuel consumption may increase by as much as 56 percent. Road widening has so far reached only 15

percent. This improvement in roads has the potential to save up to 20 percent of the country's fuel bill and, at the same time, help curb accidents, which would be a significant step towards preventing the wastage of national wealth. There has been a massive increase in road traffic and the number of vehicles. While there were only 3 lakh vehicles in 1951, this number rose to 270 lakh by 1995. However, the development of the highway network, including its length, width and overall quality, has not kept pace with this growth. In real terms, the expected level of development in the road sector has not been achieved. The primary reason for this shortfall is that the availability of funds for road construction and maintenance has been far below what is actually required.

Although the Indian road network has expanded from 4 lakh kilometres in 1951 to about 33 lakh kilometres at present, this growth has largely taken place through the construction of rural roads aimed at providing connectivity to rural areas. In India, primary roads, that is National Highways, constitute only 1.58 percent of the total road length, while secondary roads, comprising State Highways and major district roads, account for just 13.12 percent. In contrast, rural roads and other categories together make up 85.30 percent of the total road length. It is noteworthy that nearly 90 percent of total road traffic is

carried on primary and secondary roads. This itself clearly indicates how far behind we are in the development of highways.

Highways are not constructed to last forever. Even the most modern and well designed road projects require regular maintenance due to the stress and pressure generated by increasing traffic flows. Although the expenditure involved in maintenance is substantial, the funds available are still insufficient to meet maintenance requirements. The situation is such that the available grants are only a small fraction, approximately 25 percent, of what is actually required. Even so, I support the sincere efforts of the Hon. Minister, and I am confident that the Hon. Minister will ensure the construction of a road connecting my Parliamentary Constituency of Sant Kabir Nagar from Karmai to Khalilabad, Dhanghata and Umariya, further linking it to the Varanasi highway via Jahangirganj. I would also request that the road connecting Dhanghata to Sikriganj and Uruwa via the Ram Janaki Marg, extending further to Badhalganj and linking it with the Varanasi highway, be kindly undertaken.

SHRI HARIBHAI CHOUDHARY (BANASKANTHA): Hon. Chairperson, I am grateful to you for giving me the opportunity to speak. I will speak in my mother tongue, Gujarati, because no one has spoken in Gujarati in this House so far; therefore, today I shall speak in Gujarati.

[English]

*I am grateful to you for having given me a chance to speak. I shall put my views in Gujarati since no body from this house has ever spoken in Gujarati. I heartily thank you for giving me an opportunity to speak on the demand for grants of the Ministry of Road, Transport and Highways. This is for the first time that a Gujarati speech is being made on the floor of the House and I feel privileged in doing so. On this auspicious occasion, I would like to congratulate the Leader of the House and our popular Prime-Minister Shri Narendrabhai Modi. Shri Narendrabhai Modi is the first Prime-Minister born after independence. By forming a majority Government he has brought an end to the era of coalition politics which prevailed for the past thirty years. Being a Gujarati, I feel proud to see that a Gujarati has become the Prime-Minister of India. I also congratulate the people of Gujarat for having given an unprecedented mandate to the Bharatiya Janata

* English translation of the Speech originally delivered in Gujarati.

Party. The people of Gujarat have glorified the name of Gujarat in the entire world by making BJP win all 26 seats. On this occasion, I would like to congratulate the people of my constituency Banaskantha for giving me an opportunity to be a part of this historic moment. Hon'ble Chairman Sir, for economic and social development of the nation it is mandatory to develop the infrastructure related to Roads, Transport and Highways. Faster and safer the transport, more the growth. The Government of Shri Narendrabhai Modi is committed to adopt this strategy. Sir, the Indian subcontinent is surrounded by oceans on three sides and hence it is necessary to develop the ports of India. Along with the development of the ports it is equally necessary to develop surface transport facilities in India. Hon'ble Chairman Sir, Shri Atal Bihari Vajpayee was the Prime-Minister of India between 1998 and 2004. I too was a Member of Parliament during that time. At that time Hon. Vajpayeeji decided to build Golden Quadrilateral and four lane Highways. A good amount of work in that regard was carried out at that time. In addition to this, a good attempt was made to connect the villages of the country by roads through the Prime-Minister Gram Sadak Yojana. But it is a matter of great despair that the process of building Roads, Transport and Highway related infrastructure became very slow during the past ten years. But now when we are progressing

under the leadership of Shri Narendrabhai Modi and Shri. Nitin Gadkariji, I am sure that no compromise shall be made in developing the infrastructure related to roads and highways. I request the honorable minister to improve the quality of present roads to the international standards. Sir, when the elevated roads and flyovers pass through small towns and villages, the towns and villages get divided into two parts. Hence it is essential that a passage should be kept beneath these elevated roads so that people can commute across these roads. In addition to this, many a time water logging occurs in the areas nearby the elevated roads. Hence I request the Hon'ble minister that before building such roads proper planning must be ensured and passages must be kept at proper places so as to avoid such kind of problems. Sir, there are three toll collection centers in my constituency. Paanthawaada, Chitrasani, and Kheemana. But there is no service road at these toll centers. As a result, a person who wants to travel just one kilometer on this road has to pay a toll tax for fifty kilometers. Henceforth I request that the toll roads which do not have service roads should be provided with service roads. The farmers who want to go to their fields have to travel a long distance just because of these toll roads. I request you to consider this problem while preparing toll roads. Polite and humble staff must be deployed at the toll booths.

The information about the toll tax which is going to be collected at that toll booth and up to what date the toll tax would be collected should be displayed clearly near that toll booth, so that people can know whether the toll tax at this booth would be collected for ten years or fifteen years. I would also like to talk about the popular and the first ever woman chief minister of Gujarat Shrimati Anandiben Patel. The Hon'ble Chief Minister of Gujarat had contacted the ministry of road transport and highways and made some demands. Mahatma Gandhi led the historic Dandi March from Ahmedabad to Dandi. Dr. Manmohan Singh, the former Prime Minister, had decided to build a heritage road from Ahmedabad to Dandi. The Government of Gujarat has already spent Rs.152 crores for this project. I shall conclude my speech after talking about some projects of Gujarat. All the coastal state highways of Gujarat must be converted into National Highways. The Ahmedabad Vadodara Express highway should be extended upto Mumbai. The work on Ahemdabad Dandi Heritage Road should be taken up as expeditiously as possible. The Samkhyali-Gandhidham Highway should be converted into a six lane road. The Road connecting Palanpur with Ahemdabad should be converted into a six lane road. I again thank you for giving me an opportunity to speak in this august house.

[*]**SHRIMATI BIJOYA CHAKRAVARTY (GUWAHATI):** Roads are arteries of a country. All we are aware of the fact that want of roads almost cripple the Nation. That is why, without caring much for contradictory opinion, Shri Atalji when he was Prime Minister went ahead for East West Corridor to integrate the people of the country from East to West, from North to South. Second unprecedented vision of Atalji was Prime Minister Sadak Yojana.

The present Government under the able leadership of Prime Minister Modiji, and our National Highway and Transport Minister, Hon'ble Nitin Gadkariji move far ahead to complete what is left, so that people of the country might say that this Government means work and complete it within five years what is promised.

Ten years of UPA Government, did very less in the road sector. Speed of National Highway, East West Corridor move in a snail's speed.

Now, Hon. Minister has taken the right kind of initiative to complete fast what is left.

[*] Speech was laid on the Table.

In road sector, entire communication is neglected, be it road, train, air, or navigation, in fact nothing moved. Works of roads and train tracks left half done.

By being a border area, North Eastern States needs special attention so far as road connectivity is concerned. India moves faster than the works done across the border.

I am really very happy to state here that Hon'ble Minister for National Highways resolve to undertake road connectivity very seriously and effectively, Roads to Arunachal Pradesh, to Tripura, to Mizoram and to Manipur, the Hon'ble Minister Shri Nitinji proposal is to complete that within a limited time. It is worth mentioning that even, visionary Minister propose to develop Navigation system in our river.

I would like to request here to grant sufficient fund for small link roads, linking different District of Assam. In my Constituency, most of the bridges are wooden and thus, they are accident prone.

I urge the Hon'ble Minister to give attention in this regard.

Another point, I would like to mention is building of roads, across Kaziranga National Park. Hence the Minister may consider building minimum over-bridges in the area. This will give protection,

to bird and beast of Kaziranga National Park. It is long standing demand of the people that will be met.

[*]**SHRI BHARTUHARI MAHTAB (CUTTACK):** Road transport is a critical infrastructure for economic development of a country. It influences the pace, structure and pattern of development. In our country, road infrastructure is used to transport over 60% of total goods and 85% of total passenger traffic. The capacity of National Highways in term of handling traffic needs to be in keeping pace with the growing requirements of industrial development. Historically, investments in the transport sector have been made by the State mainly because of large resource requirement, long gestation period, uncertain return and a number of externalities. However, consumer responsiveness, managerial efficiency have led to active involvement of the private sector in infrastructure services in recent times.

The budget has focused on the Highways and Expressways with a view to improve the supply chain. Finance Minister has set aside Rs. 37,800 crore for the road transport sector. NHAI has set aside Rs. 5000 crore for project preparation. This sector had taken shape from 1998-2004 under NDA. It again needs a huge impetus of investment. It also needs to get rid of the bottleneck of maze of clearances. Finance Minister has set a target of 8500 km of Highway construction during this fiscal. The Government is working on select Expressways

[*] Speech was laid on the Table.

alongwith development of industrial corridors. It is a good sign as the allocation under the plan head is about 21% higher than what Road Transport Ministry and other agencies including NHAI could spent in 2013-14. I hope this will speed up construction and award a road projects through Government funding. During last two financial years, the sector went through a bad patch as private sector investment declined significantly.

Mr. Minister has released a White Paper which has criticized the previous UPA Government policies such as awarding of projects without proper land acquisition. Would the Minister take steps against those officials for dereliction of duty? Politically it is easy to blame the previous Government UPA for the poor performance of the road sector but why only 60% of NHAI's scheme is embroiled in disputes, needs to be investigated and concerned officials should be put to task. A new idea has been mooted by NHAI for creation of an entity on the lines of an Asset Reconstruction Company (ARC) to bail out distressed lenders and developers. It is reported that NHAI has asked Indian Banks' Association about this proposed entity which can buyout the project from distressed lenders, complete it and disinvest the same in the market. It is a good idea, but I would like to know whether these ARCs would also take up the execution responsibility

to complete the leftover work and bring the project into operations and what would be the commercial angle of it?

We have been hearing about road sector reforms. What the White Paper has stated is that there was total collapse of road sector. Poor planning, award of projects without land acquisition, delays in mandatory environmental clearances are some of the reasons for the dismal pace of highway construction. Holding previous government responsible for "continuous slippages' due to award of projects without any strategy. It has said, "there was a tendency among ministries to work in silos and alacrity to dominate over and preserve their individual turfs, even when it goes against national interest." [English] My anxiety is, is it only confined to UPA? This turf war and one-up-manship is there throughout the world, especially in officialdom. I hope, this government will not fall prey to that. The White Paper has identified many operational impediments, including disagreement by even one member of the Inter-Ministerial Group, on changes in concession agreement that requires the matter to be sent to the cabinet.

Number of projects are pending throughout the country and also in Odisha. The flyovers in Cuttack, Bhubaneswar, Berhampur, Sambalpur and Bargarh are getting delayed. The six-laning of

Bhuvaneswar-Cuttack-Chandikhol is delayed. The Highway from Cuttack to Paradip needs immediate attention. The Highway stretch from Bhubaneswar to Puri though partly constructed needs to be completed by this fiscal as Nabakalebar of Lord Jagannath is going to take place next year in June-July. During this festival, Odisha expects 20 lakh or more people congregating in Puri. When I say about my constituency immediately the problem of NH-5 comes to my mind. The stretch of NH passes through Cuttack city and at some places, flyovers been constructed without attending to the local need. There is an urgent need to have a fly-over at Sikharpur of Cuttack. Commuter's rest shed needs to be constructed. Land scaping and beautification of dividers is necessary. I would also urge upon this Government to declare the State road from Phulnakhara to Konark via Niali as National Highway. This will be an alternative road to Konark and Puri.

My last two suggestions would be to develop world class connectivity to ports of our country, the roads be taken up on highest priority and Highway contracts should become more flexible. New provisions be made to allow changes in deal if project gets stuck midway. Secondly e-toll tag be made available for smooth ride. I have read somewhere that there are 374 toll plazas in the country and out

of these, 164 are under BOT, 138 are under public funded and 72 are on bridges. Allow at least one lane in all toll plazas for quick movement of vehicles with the electronic tag attached on the windshield of the vehicles. This will not only help the vehicle to drive through smoothly but also will save manpower, time and hassle of waiting in queues. This will bring in more accountability and efficiency in the toll collection processes.

I look forwarded to a vibrant India and hope our road sector will develop to world class in respect of highway, at least.

[*]SHRI PRASANNA KUMAR PATASANI (BHUBANESWAR): Decisive vote for change represents the desire of the people to grow free themeselves from the curse of poverty and use the opportunity provided by the society. Challenging situation due to high percent growth and double destination continued in many emerging countries as threat to sustain global recovery. India has one of the largest road network in the world spread over 48% i.e. 65 lakh km. It comprises national highways, expressway, state highways, major district roads, other district roads and village roads of the National Highway of total length, 92% serves as the network of the country. The development of NHs is the responsibility of the Govt. of India which has been mandated to upgrade the national highway development.

We are now remembering the brain child of expansion of national highways of the country-the Golden Triangle ever created by former Prime Minister Atal Bihari Vajpayee. Presently, it has not progressed as it was fruitfully done during his tenure. Implementation of this national highway and allocation of money out of world bank and to repay the loan, the National Highway Authorities open its centre of collection which should maintain the distances. To avoid the accidents there should be more two lanes and foot overbridges to be

[*] Speech was laid on the Table.

added countrywide. For may State Odisha, I would like to draw the kind attention of Hon. Minister to make capital of Odisha, Bhubaneswar under my constituency to Berhampur six lanes and also not in every lane the trucks should be allowed- trucks one lane and for the cars also another two lane should have been used to avoid heavy traffic congestion. By the speed can be governed and accidents can be avoided and the car may reach the destination from Bhubaneswar to Berhampur in one and half hours. Likewise, all the roads should have been properly designed to follow the same procedure. And the flyover work is also delayed and I have been drawing the attention of the Ministers for immediate construction of flyover on Khandagiri, the renowned tourist centre of the country. Every day rampant accidents killing the human lives, within two months 60 persons are died, hundred persons were disabled and many times the rural people are launching agitations. What is the difficulty to start the work of flyover on warfooting and the construction work of other flyovers to be completed immediately to avoid traffic congestion in the city of Bhubaneswar? In the coming years, the great international car festival is going to be celebrated, the coming year would be the year of Nabkalebar. Therefore 50 lakhs of people would congregate so the construction work should have been completed prior to the festival

and the construction of eight lanes from Bhubaneswar to Puri is highly essential.

I would like to draw the attention of the Minister to sanction good sum of amount to complete the work and both of the road sides plantation of trees is highly essential. The National Highway Authority is quoting hundred years trees and those bearing fruits and also shading. So the plantation of trees must be done on priority basis.

To my utter surprise how it happens- the road which is connecting Sambalpur to Bhubaneswar via Cuttack is highly delayed because of the contractors. No body is agreeing to take contract because of less price. This problem should have been sorted out by the authority. Linking from West Odisha to East Odisha directly one eight lane national highway should have been constructed. I proposed to the Central Government for immediate inclusion in next Budget of a direct road from Bhubaneswar to Rourkela on a straight way acrossing rivers, hills, mountains, springs, constructing direct tunnels and bridges- By that way, petrol and diesel consumption will be lesser and to promote the economic condition of the state, a direct straight way road needs to be planned and surveyed.

[Translation]

*SHRIMATI SANTOSH AHLAWAT (JHUNJHUNU): Any country's economic and social prosperity depends to a great extent on its road transport system. We speak of the 21st century and talk about connecting villages to the internet under various schemes, but we do not adequately discuss the most essential basic facility, namely inter-village connectivity and connecting villages and hamlets with Panchayat headquarters. The condition of village roads is extremely poor, and the expenditure incurred on vehicle damage due to these broken and dilapidated roads is deeply distressing. I would like to thank former Prime Minister Shri Atal Bihari Vajpayee ji for launching the highly ambitious Pradhan Mantri Gram Sadak Yojana. The proposed cost of this scheme was Rs. 5,959.93 crore, and for the year 2014-15, an allocation of Rs. 651.30 crore has been made. The Government has set a target of constructing 8,500 kilometres of roads; however, in the next Budget, the target should be set even higher. Madam Speaker, due to weak governance, the previous Government fell short by 57 Percent of its projections, and even land conversion could not be completed in many cases. I would like to thank the Minister for Road Transport and Highways for approving road

* Speech was laid on the Table.

projects worth Rs. 40 crore, setting a target of constructing 30 kilometres of roads per day, and assuring that pending cases of incomplete National Highways will be completed expeditiously. While adequate funds have been allocated to achieve the National Highway construction targets set for the financial year, the provision of Rs. 560 crore for express highways is commendable. However, there is also a pressing need to focus on Major District Roads. I would like to express my gratitude to our Prime Minister, Shri Narendra Modi ji, for taking an important step in this direction. Villages with a population of even 300 will now be connected by roads. This is a significant step to enable agricultural producers to reach markets and to allow people engaged in employment and services in cities to return to their villages with ease. Only through the development of villages can the country truly develop, and this vision can be fully realised only when villages are properly connected by roads.

I would like to draw the attention of the Government towards my Jhunjhunu district. Even after 65 years of Independence, there is no National Highway in Jhunjhunu. There are not an adequate number of District Major Roads, nor is there satisfactory road connectivity for villages. The former Member of Parliament from Jhunjhunu and the previous Government did nothing for the development of the district.

I would like to request that my district be connected to the National Highway network.

[*]**SHRI GAJANAN KIRTIKAR (MUMBAI NORTH WEST):** I beg to lay on the table my views on certain important issues relating to the Budget for 2014-15 of the Ministry of Road Transport and Highways, and I expect approval for the following projects. The widening work of Pune-Solapur National Highway No. 4 has not been completed, and due to the non-widening of the 8 km stretch at Tembhurni, road accidents are increasing day by day on this stretch. The contractor is delaying the execution of this work. In view of the increasing vehicular traffic and the rising number of serious accidents, it has become absolutely essential to convert Thane-Nashik National Highway No. 3 into a six-lane highway. For the last three years, only announcements have been made, but no work has commenced so far. At Khadavli Junction, accidents are occurring daily and are continuously increasing due to the absence of a flyover. The contractor has already been paid the project cost by the Government for the construction of this flyover. I would like to know the reason for the delay and whether any action is being taken against the contractor. The widening work of Mumbai-Goa National Highway No. 17 has also not been completed till date. While the widening has been completed in the Karnala taluka of Panvel, Raigad district, the

[*] Speech was laid on the Table.

work has been stalled due to the non-receipt of clearance from the Forest Department, resulting in several accidents. The widening of the road from Indapur in Raigad district to Rajapur in Ratnagiri district is also facing excessive delay. Due to this delay, the project cost has escalated from Rs. 4,000 crore to Rs. 10,000 crore. The Golden Triangle comprising Mumbai-Nashik-Pune-Mumbai via Khed-Sinnar on National Highway No. 50, with a length of 137 km, has an estimated cost of Rs. 1,348.20 crore, and a completion period of 36 months has already been fixed.

The tender for this project was awarded in July 2013. However, even by July 2014, the work has not commenced. I would like to know whether any appropriate action is being taken by the Government in this regard.

THE MINISTER OF URBAN DEVELOPMENT; MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION; AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): Hon. Chairperson, many Members wish that there should also be some discussion on social justice. I am therefore requesting that if we conclude this discussion at the earliest, that matter may also be taken up. At present, two or three Members may speak on this subject, and thereafter the remaining Members may lay their speeches on the Table of the House. If this is acceptable to everyone, we may proceed accordingly. ...*(Interruptions)*. [English] If we are able to complete the discussion on the Ministry of Surface Transport after one or two Members speak, we may take up the discussion on the Ministry of Social Justice and Empowerment on which one or two Members may also speak. Others may lay their speeches on the table. If this is agreeable to everybody, I request the Chair to follow that procedure.

[Translation]

HON. CHAIRPERSON: If there is the consent of the House, we may proceed in this manner?

...(Interruptions)

SHRI MALLIKARJUN KHARGE (GULBARGA): One minute. When you are speaking, I request you to please take your seat. Sir, the Ministry of Social Justice is also an important Ministry and you know it. Therefore, I request that this discussion be extended by at least one hour. Even if each Member is given ten minutes within one hour, there could be two or three speakers from your side, one or two from this side, and one or two from the other side. In this manner, at least ten Members would be able to speak. Kindly do at least this much. Otherwise, the discussion will be concluded merely as a formality within ten minutes. The Scheduled Caste Plan involves a budget of more than Rs. 1 lakh crore, which is being allocated to all the States. At the Centre also, some changes have been made in the scheme this time. There are many such issues. Members from your side also wish to speak on this, and Members from the Opposition also want to participate in the discussion. [English] You can take one hour for this after the Demands for Grants of the Ministry of Road Transport and Highways is through.

SHRI M. VEKAIAH NAIDU: The point is we have to adjust within the available time. We have to complete the discussion on the Demands for Grants of the Ministry of Road Transport and Highways first and then take up the discussion on the Demands for Grants of the

Ministry of Social Justice and Empowerment. I have no problem. But the timing of the guillotine, which is at 6 o'clock, cannot be extended. This should be kept in mind. Before that let us complete both the subjects. Adjust, people speaking on surface transport should speak briefly, give the rest of them a chance too, both will be done. Please make some adjustment. Those Members who are speaking on Surface Transport may speak briefly, and the remaining Members should also be given an opportunity. In this manner, both matters can be taken up.

[English]

[*]**SHRI SHER SINGH GHUBAYA (FEROZEPUR) :** Hon. Chairman Sir, on behalf of Shiromani Akali Dal, I rise to support the Demand for Grants under the control of Ministry of Roads and Highways.

Sir, many Hon. Members have raised various demands pertaining to their states. Let me raise the just and genuine demands related to my state Punjab.

Sir, Punjab contributes a whopping 65% of foodgrains in the central pool. However, the erstwhile UPA regime had meted out a step-motherly treatment to Punjab. I am grateful to the ex-Prime Minister of NDA Shri Vajpayee who was a visionary. He implemented the PMGSY scheme and new roads and highways were constructed during his tenure. Punjab too got its share during his time. I do hope that under the able leadership of the Hon. Minister, Punjab will get its due during the tenure of the present Government too.

Sir, Punjab has a high fertility-rate as far as land is concerned. Not even 5% of the total land of Punjab is lying idle for the construction of roads etc. Agriculture is the mainstay of Punjab. The

[*] English translation of the Speech originally delivered in Punjabi

breadth of the roads must be increased from 10 feet to 18 feet so that farmers can easily ply their tractor-trollies to transport their food-grains to the markets.

Sir, a large number of precious human lives are lost in umpteen number of road accidents. Faulty design of roads is also responsible for it besides other factors. The earlier UPA Government failed to provide safety and security to commuters.

Sir, several projects pertaining to construction of roads from Amritsar to Talwandi Sabo, Chandigarh to Ferozepur and Muktsar etc. had been cleared earlier. However, these projects are yet to see the light of the day. Work on all these projects is at a standstill. Money had been earmarked for these projects but it was never utilized. I urge upon the Hon. Minister to release adequate funds immediately so that the four-laning and six-laning work at all these places is completed at the earliest. It will go a long way in easing traffic congestion.

Sir, the six-laning work till Hussaimiwala border is yet to be completed. It is the place of the freedom-fighters and martyrs Bhagat Singh, Rajguru and Sukhdev. A survey has been recently conducted on the feasibility of opening up the Hussainiwala border for trade with Pakistan. So, the road-network in this area needs to be strengthened.

Sir, the condition of roads in border-states like Punjab is shabby and dilapidated. Large pot-holes greet the travellers on roads. God forbid, if a war breaks out with Pakistan, heavy army vehicles and tanks will find it very difficult to ply on such roads. So, I request Hon. Minister to allot more funds for the repair of roads in the border areas. The breadth of the roads should also be increased to 18 feet. It will go a long way in augmenting and strengthening the road-network in the border areas.

Sir, all roads linking our religious places must be repaired at the earliest. Due to paucity of time, I will not dwell at length on my demands. I do hope that the present NDA Government will look after the interests of Punjab.

[Translation]

*__SHRIMATI JAYSHREEBEN PATEL (MEHSANA):__ Any modern nation requires multiple modes of road and transport infrastructure. In a vast country like India, there should be a transport network that bridges geographical distances and ensures rapid travel between one city and another. For the Expressway projects, the National Highways Authority of India has earmarked an amount of Rs. 500 crore. For this, I extend my gratitude to the Hon. Minister for Road Transport and Highways.

India possesses the largest road network in the world, spread over more than 48.65 lakh kilometres. This includes National Highways, Expressways, State Highways, Major District Roads, Other District Roads, and Rural Roads. Our country's road network is larger than that of other countries such as the USA, China, and Brazil. In our country, the length of National Highways and Expressways is 92,851 kilometres, the length of State Highways is 1,42,687 kilometres, and the length of other roads is 46,29,462 kilometres. Keeping the concept of inclusive development at the centre, the Union Government has approved a Road Requirement Plan for the upgradation of 1,202 kilometres of National Highways and 4,363 kilometres of State

* Speech was laid on the Table.

Roads, totalling 5,565 kilometres, into two-lane roads at a cost of Rs. 7,300 crore in Left Wing Extremism-affected States such as Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha, and Uttar Pradesh.

For internal and external resources of the National Highways Authority of India, the Government has made a provision of Rs. 900 crore. An allocation of Rs. 15,014 crore has been made for investment in National Highways, including toll operations. Along with this, a provision of Rs. 3,000 crore has been made for the Special Accelerated Road Development Programme for the North Eastern Region, and a provision of Rs. 50 crore has been proposed from the Nirbhaya Fund, keeping in view women's safety in public road transport. I would like to congratulate the Hon. Prime Minister Shri Narendra Bhai Modi and the Hon. Minister for Road Transport and Highways Shri Nitin Gadkari for presenting an ambitious plan to lay a clean and efficient network of roads across the entire country.

I extend my heartfelt congratulations to the Hon. Minister For Road Transport And Highways, Shri Nitin Gadkari, who is making dedicated efforts to rescue the highways sector from financial distress and set it on the fast track of development. Taking note of the deplorable condition of the highways sector in the country, Shri

Gadkari has decided to undertake the construction of highways under the Engineering, Procurement and Construction model. Under this system, highway projects will now be awarded only after 90 percent of land acquisition has been completed. Shri Gadkari has issued directions to focus on smaller road projects instead of mega road projects. This will enable local small contractors and construction companies to participate in highway contracts. The involvement of local contractors in highway projects will also generate employment opportunities for the local population.

Under the visionary leadership of the Hon. Prime Minister Shri Narendra Bhai Modi, the Government has set a target of constructing 30 kilometres of roads per day. Explaining the Government's strategy in this regard, the Hon. Minister Shri Gadkari stated that land acquisition issues, forest and environmental clearances, defence land constraints, and the construction of bridges over railway lines pose major hurdles in highway construction. As a result, projects worth Rs. 60,000 crore are currently stalled. He further stated that trees would no longer be cut for widening highways. Instead, new technology would be adopted whereby trees would be uprooted and replanted at other locations. This technology has already been successfully implemented in Gujarat.

During his tenure as Prime Minister, Shri Atal Bihari Vajpayee had launched the Golden Quadrilateral project and the Pradhan Mantri Road Scheme to lay a vast network of roads connecting Kashmir to Kanyakumari. The efforts being made by Hon. Prime Minister Shri Narendra Modi to fulfil that unfinished dream of Shri Vajpayee are truly commendable.

The Hon. Minister For Road Transport And Highways has also expressed his concern over road accidents and has identified 450 locations on national highways where accidents have occurred between 1 and 30 times. The Hon. Minister for Road Transport and Highways, Shri Nitin Gadkari, has indicated his intention to abolish toll tax on six-lane national highways under development and to reduce toll rates, which is a welcome step.

I would like to place before the Union Government certain demands relating to my home State of Gujarat, which are as follows: Development of the Dandi Heritage Road (National Highway No. 228):

In 2005, the Prime Minister of India announced the development of the Ahmedabad-Dandi Heritage Route. It was along this historic route that Mahatma Gandhi undertook the Dandi March and the Salt Satyagraha in 1930. In 2006, the Union Government accorded this

route the status of National Highway No. 228. However, despite repeated correspondence and representations by the Government of Gujarat, this proposal continues to remain pending with the Union Government. Extension of the Ahmedabad-Vadodara Express Highway up to Mumbai: Despite repeated representations made by the Government of Gujarat since 2009, no tangible progress has been made on this matter. The Vadodara-Mumbai Expressway was included under Phase VI of the National Highways Development Programme in November 2006. In the Budget Speech for the financial year 2006-07, the Hon. Finance Minister had announced that this Expressway would be constructed under the Design, Build, Finance and Operate model. The responsibility for execution of this project was entrusted to the National Highways Authority of India. It is therefore imperative that this project be accorded high priority and taken up at the earliest in the interest of balanced and comprehensive development. Conversion of Coastal Highways and State Highways into National Highways: The demand for road transport in Gujarat is increasing rapidly. Gujarat has a coastline of 1,663 kilometres, which constitutes approximately 25 Percent of the country’s total coastline. Along this coastline are major ports such as Kandla, Mundra, Pipavav and Alang, in addition to nearly 40 small and medium category ports.

These ports are strategically located close to oil-producing countries and provide vital connectivity to the extensive hinterland regions of northern and central India. In view of the immense potential for foreign investment, particularly under the Vibrant Gujarat Global Investment Summit, it is extremely essential that these demands be accepted and implemented without delay.

Under the Border Area Development Programme (BADP), a meeting was held on 28 April 2009 under the chairmanship of the Ministry of Road Transport, New Delhi, to discuss the development of roads in border areas. In this meeting, the border States were requested to submit proposals for the development of border roads connecting important cities, tehsils and headquarters of border districts. In pursuance of this, the Government of Gujarat submitted a proposal on 30 May 2009 for the development of 965 kilometres of border roads, which included border roads in the districts of Banaskantha, Patan and Kutch. Despite repeated correspondence by the Government of Gujarat and despite several questions raised by us in the Ministry in the years 2010 and 2012, no progress has been made till date. There has been no progress in the six-laning of the Ahmedabad to Bamd Bor stretch of National Highway No. 8A. Similarly, no progress has been made in the six-laning of the

Somnath-Dwarka road. With regard to the construction of an additional bridge over the Narmada River near Jhadeshwar (Bharuch) on National Highway No. 8, the Government is still considering the matter of finalising the executing agency under the PPP model. The issue relating to the development of the Sarkhej-Gandhinagar National Highway NH-8C has also been pending since 2010. In conclusion, I once again thank you and humbly request the Hon. Minister for Road Transport and Highways to kindly give due consideration to our demands. I would conclude my speech with two lines to that effect.

Ki Bharat ka har maarg chamakta humko dikhta hai

Ki nayi sadi ka Bharat banta humko dikhta hai

Rajmargon par daudegi Bharat ki ab tarunaai

Beeti raat dukhon ki, ab to sukh ki hai bela aayi

Sadak, suraksha, sab ki salaamati

NDA sarkaar ki is desh ke liye sabse badi saugaat hai.

(The lines collectively convey that India is entering a new era of development in which modern roads symbolise progress, empower the youth, ensure safety and well-being, and represent one of the most

significant contributions of the NDA Government towards a prosperous and forward-looking nation.)

On this occasion, I once again extend my heartfelt felicitations to the Hon’ble Shri Narendra Bhai Modi Ji, the beloved leader of crores of citizens across the nation, and to the Hon. Minister for Road Transport and Highways, Shri Nitin Gadkari Ji.

[English]

HON. CHAIRPERSON: Shri Dharam Vira Gandhi - not there.

Next, Shri Radheshyam Biswas.

… (*Interruptions*)

[Translation]

HON. CHAIRPERSON: Please conclude your remarks within two or three minutes.

SHRI RADHESHYAM BISWAS (KARIMGANJ): Hon. Chairperson, this is the first time that I am speaking in the House, therefore I request you to kindly grant me a little more time to speak.

[English]

Mr. Chairman, Sir, I would like to thank you very much for allowing me to participate in the Discussion on the Demand for Grant under the control of the Ministry of Road Transport and Highways for 2014-15.

Sir, while I stand here to speak on behalf of my Party the All-India United Democratic Front, I cannot forget to express my gratitude to our Party Chief Maulana Badruddin Ajmal who has given me this chance to be a Member of this august House. Also, he has been encouraging me to deliver my maiden speech to highlight the

issues and concerns of the people of Assam related to Road Transport and Highways.

Road and railway lines are the two sources that connect Indian regions as well as Indian people with one another but unfortunately the condition of both these sources are extremely worse in Assam, especially in the Barak Valley region.

I express my thanks to the hon. Finance Minister for allocating Rs.3,000 crore for the Ministry of Road Transport and Highways to construct roads in the North-Eastern States. At the same time, I would like to draw the attention of the hon. Minister towards a long-pending public demand for the construction of Dhubri-Phulbari Bridge over the river Brahmaputra which will connect the State of Assam and Meghalaya with the rest of the nation. But no amount has been announced in this Budget for the same.

Our Party supreme Ajmal Sahib has been making all-out efforts for this project. Besides raising this issue in the House, he met the Ministers concerned, officials and other Government authorities to make sure the construction of this important bridge.

The Union Cabinet has approved the project and the Ministry of Road Transport and Highways announced to start the construction but due to lack of money it is yet to be started.

Sir, I understand this project needs huge amount of money and lots of time. Therefore, our Party demands that at least an initial amount should be allocated to start the work of Dhubri-Phulbari Bridge.

As the people of my constituency Karimganj has sent me to this House, it is my duty to inform this august House about their issues and problems for better solution.

The bad road condition of Karimganj and other districts of Barak Valley has made the life of lakhs of people miserable. At present, there are only two numbers of surface communication routes availed by Karimganj, Barak Valley and other States like Tripura, Mizoram and Meghalaya for linking with one another as well as with the nation.… (*Interruptions*)

One road route is from Guwahati to Silchar via Jowai and Badarpur on NH 8); from Badarpur to Agartala via Karimganj (NH 6); from Badarpur to Sutarkandi via Karimganj (NH37) which is used for export and import with Bangladesh. The other road is from Badarpur to Lumding meter Gauge Railway route.… (*Interruptions*)

s it is proposed that the mega block for gauge conversion of rail track from Lumding to Agartala will start from October 1, 2014, Badarpur to Jowai via Sonapur Highway will be the only option for

all kinds of traffic including carriers of essential commodities. This will put heavy pressure of traffic on this damaged highway which will create various kinds of problems. I will now make my demands.

[Translation]

HON. CHAIRPERSON: There is a shortage of time; therefore, please conclude your remarks at the earliest.

SHRI RADHESHYAM BISWAS: Hon. Chairperson, I would like to speak on the Demands; therefore, kindly grant me one minute.

[English]

Under these circumstances, I demand to take the following actions immediately: Strengthening of National Highway Nos. 8 and 6 from Badarpur to Jowai and Karimganj to Churaibari; completion of 4-lane road from Silchar to Sourastra *via* Dima-Hosao district; use water bodies *via* Bangladesh during the period from May to September while the Barak River remains with full of water; and opening up the road from Karimganj to West Bengal border *via* Bangladesh.

I support the Demands for Grants under the control of the Ministry of Road Transport and Highways for 2014-15 and request

the hon. Minister to include our demands. With these words, I conclude.

[*]**SHRI P. KARUNAKARAN (KASARGOD):** I would like to participate in the discussion of Road transport and Highways. The road transport has become the most important facility of the common man. Centre and the State Governments have to take more initiatives in this regard. The maintenance of the national highways and the construction of the national highways are the important issues. It is true that many of the national highways are not properly maintained. As a result we witnessed the large number of accidents and loss of lives. It is the responsibility of both Governments, State and Centre to take timely action for maintenance and also for the construction of new highways. For the development of any country, road transport is a very strong infrastructure factor which needs due attention. Now-a-days number of vehicles are increasing and at the same time the infrastructual facilities have not come up to the mark. This really makes road transport a difficult task.

The fund allotted for national highways in Kerala in inadequate. There are problems with regard to the four line highways due to the land availability in the most areas. The Government should come forward with adequate compensation and alternative schemes to those who use their land. It is not wise to take the old method of

[*] Speech was laid on the Table.

compensation because people use their land and it is not easy to get the alternative land for the construction of houses. At present the land cost in Kerala is very high so the Government should take special package for the national highways and sort out the issues.

I would like to point out the construction of ROBs, National highway NH and C268 Cheruvathur-Nileshwar-Pallikare ROB. It was included in the budget for the year 2008-09. This time also, Railways has fund allotment which is two crore for the budget 2014-15. The first alignment was agreed and tender was given. But then the question of four line NH has come into existence.

This ROB is in the crossing of national highway and this ROB is the only one which comes from Mumbai to Trivendrum NH and which is not completed. To complete the process of acquisition and other proceeding it would take again time. Every day thousands of vehicles are crossing through this ROB side and they have to wait for hours and hours together. It makes much difficulty to the local people as well as to passengers. So considering these difficulties at present, the Hon'ble Minister may take personal initiative and special order may be issued to the N.H. Authority to take up the work of ROB at Pallikare at the earliest at the special single unit for which the land was also made available and railway had pulled necessary budgetary

amount. So I request the Government to take necessary steps in this regard.

[*]**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA (RAJKOT) :** I am supporting this demands by the department. First of all, I congratulate Hon'ble Minister and Finance Minister of India as they have given visionary budget and need of the hour budget for the country. Road are the lifeline of India. Each village should be connected by the road as well as block to district roads need to be connected because farmers reach to APMC had been facilitated by our State as done by our Hon'ble Chief Minister Narendra Modi. In our Gujarat the farmers reach by car or by two wheeler to road. I hereby urge for central road. My constituency Rajkot in Gujarat was a capital of Saurashtra State in the past, now it is an industrial hub in Gujarat. For this, there should be six lane road from Rajkot-Ahmedabad to Gandhinagar. In Saurashtra, there are many ports also i.e. Nalakhi, Kandla, Porbandar, Mundra, Mandi, Alang, etc. which get benefited byr this connectivity.

My another suggestion is that Rajkot-Morbi-Halvad should be made four lane because Marbi is ceramic industries hub. 70% of ceramic products of India is only produce by Marbi only. For this raw material comes from the State of Rajasthan. Due to heavy traffic on this road Rajkot-Bhavnagar road must be converted to 4 lane because

[*] Speech was laid on the Table.

there is a port. Alang which is well known for shipping breaking yard in Bhavnagar.

I support these demands wholeheartedly.

[Translation]

*__SHRIMATI KRISHNA RAJ (SHHAJAHANPUR):__ I would like to extend my heartfelt congratulations to the Hon. Minister for Road Transport and Highways and to the Hon. Minister of Finance. For the prosperity of India and to make transportation more accessible, a proposal has been made to invest Rs. 37,880 crore between national highways and State roads. A target of constructing 8,500 kilometres has been set for the current financial year. In addition, Rs. 3,000 crore has been earmarked for the North-Eastern region, whereas the previous Government had made a provision of only Rs. 21,700 crore for road development. Our Government, under the leadership of the Hon. Minister for Road Transport and Highways, has clearly recognised the importance of road transport for national progress and, compared to 2013-14, has given special attention to India's roads in the present Budget.

Under the previous Government, there were also discrepancies in the State-wise selection of routes, with efforts made to benefit States such as Andhra Pradesh, Haryana, Karnataka, Maharashtra, Punjab and Rajasthan. However, I regret to state that Uttar Pradesh,

* Speech was laid on the Table.

being such a large State, was neglected by the previous Government, despite having a road network of 7,863 kilometres.

I would like to humbly request that, along with the renovation of existing roads and the construction of new roads in Uttar Pradesh, due attention be given to my Parliamentary Constituency of Shahjahanpur, which is extremely backward in terms of road connectivity. I would like to inform the House that after Ghaziabad and Kanpur, Shahjahanpur is among the leading industrial areas.

The Powayan tehsil of Shahjahanpur is the largest producer of sugarcane, wheat and paddy in Uttar Pradesh. It houses the KRIBHCO Shyam fertiliser factory. In addition, there is an Indian Oil depot, an Indian Gas plant (Roza Thermal Power Plant), about 50 flour mills, nearly 100 rice mills, and several small and large industrial units established in Shahjahanpur. For the smooth functioning of these industries and keeping in view the needs of public life, the construction of the following roads and bridges in my Parliamentary Constituency is extremely necessary. This will strengthen the local economy and also improve the standard of living of the people.

Keeping the above points in view, I humbly request that approval be granted for the construction of the following roads in my Parliamentary Constituency: Nigohi to Katra-Khudaganj; T-02 (SH-

29) via Nigohi-Nakatiya Road; T-01 to Barkhera via Bandhiya Road; Harnokha to Bamnauna Road; Puwayan-Mohammadi Road to Bamhauri Road; from Kalan Makarand Singh Inter College to Badhera; from Mirzapur-Farrukhabad Road to Majara; Fatehpur to Nibaungala; Puwayan to Banda route; Banda to Khutar; Jalalabad to Badaun route; Jalalabad to Gathiya Rangeen; Gathiya Rangeen to Katra and Khutar to Khudaganj; Khandhar to Harewa; and from the Jalalabad-Farrukhabad route via Kolaghat to Mirzapur Kalan up to the Badaun border.

I also request that the long-pending project under NH-24, from Delhi to Lucknow, particularly the incomplete stretch between Sitapur and Bareilly, be completed at the earliest.

Further, I would like to request approval for the construction of the following three bridges, which will benefit nearly 50 villages: a bridge on the Tilhar-Nigohi route with a length of 20 metres; a bridge at Laxmanpur with a length of 100 metres; and bridges at Buddhwana and Paraur at Samsighat.

The Hon. Union Minister, Shri Nitin Gadkari, has assured that pending works relating to 265 State roads and highways will be approved within the coming week. An allocation of Rs. 70,000 crore had been made for this scheme, out of which projects worth only Rs.

40,000 crore have received full approval so far. The remaining projects are pending due to the non-availability of land transfer and environmental clearances. The Hon. Minister has announced his resolve to realise these schemes. Basic infrastructure such as roads and electricity plays a vital role in the progress of any State or the nation. Over the past few years, the condition of State roads has deteriorated significantly, resulting in a substantial increase in the cost of passenger and freight transport, as well as higher vehicle maintenance expenses.

Hon. Prime Minister Shri Narendra Modi, while undertaking the reorganisation of Ministries, has kept this reality in mind and structured the Departments in such a manner that delays in obtaining environmental clearances are minimised. The initiatives being undertaken by the Modi Government to fast-track long-pending projects are truly commendable. During his tenure as a Minister in Maharashtra, Shri Nitin Gadkari carried out exemplary work in the construction of roads and bridges, and it is both reasonable and timely to expect that the benefit of his experience will extend not only to Maharashtra but to other States across the country as well.

The Minister for Road Transport and Highways, Shri Nitin Gadkari, has today accorded approval to road projects worth Rs. 20,000 crore which had been stalled for a considerable period. These projects were held up due to delays in environmental clearances, difficulties in land acquisition, and other related issues.

The Government has set an ambitious target of constructing 30 kilometres of roads per day within the next two years. At present, however, road construction stands at only about 3 kilometres per day. Across the country, projects worth nearly Rs. 60,000 crore remain stalled, and concerted efforts are being made to restore momentum to these projects within the next three months.

The ambitious National Highways Development Project, with an estimated cost exceeding Rs. 2 lakh crore, has unfortunately fallen prey to corruption. Roads constructed under this programme are deteriorating well before their expected lifespan, raising serious concerns about quality and durability. As a consequence of these irregularities, the national exchequer is suffering an annual loss of at least Rs. 30,000 crore.

While road construction standards in our country are robust on paper, their implementation on the ground remains weak. There is an urgent need to fix accountability. Numerous cases involving the use

of substandard materials have been pending before courts for years, yet punishments have been rare. Even projects supported by the World Bank have witnessed serious irregularities, of which the Lucknow-Muzaffarpur Highway (NH-28) is a glaring example. In the interest of transparency and public accountability, the National Highways Authority of India must place its audit reports in the public domain.

According to a study conducted by ASSOCHAM a few years ago, poor road conditions cause an annual loss of approximately Rs. 30,000 crore to the country's economy. It is evident that this loss would have increased even further by now.

The Ministry of Road Transport and Highways has set a target of according approval to projects covering 7,000 kilometres during the financial year 2014-15 under the BOT and EPC models.

Despite paying toll charges for the past five years on NH-24, people are still compelled to travel on potholed and uneven roads. Under such circumstances, the most pertinent question that arises is as to why toll is being collected on NH-24 at all. For the holistic development of the country, the budget allocated to road transport is commendable. I once again congratulate the Hon. Minister of Finance and the Hon. Minister for Road Transport and Highways.

[*]**DR. RAMESH POKHRIYAL NISHANK (HARIDWAR):** While supporting the Demands for Grants of the Department of Road Transport and National Highways, I would like to congratulate the Hon. Minister, Shri Nitin Gadkari. The reputation he earned across the country during his tenure as the Road Transport Minister of Maharashtra, with the same mission, dedication and dynamism, he will work as a Union Minister and create history.

I appreciate the proposal for an investment of Rs. 37,880 crore for the construction of NHAI roads and State roads, and I would like to draw the attention of the Hon. Minister towards the condition of roads in Uttarakhand.

Uttarakhand is surrounded by two international borders. Even today, the condition of road connectivity here is not robust. China has advanced right up to our borders and has constructed roads all the way to the frontier. Therefore, from the perspective of national security, it is imperative to strengthen road infrastructure in Uttarakhand. Uttarakhand is also known as the heaven on earth, a State that is home to the Char Dham, Badrinath, Kedarnath, Gangotri and Yamunotri, Hemkund Sahib, Reetha Sahib and Piran Kaliyar, as well as Haridwar and Rishikesh, where people from all over the world congregate. Such

[*] Speech was laid on the Table.

a sacred State must be well equipped with proper road infrastructure. Devotees from across the country visit Uttarakhand with deep spiritual sentiments for pilgrimage. Due to the poor condition of roads, there is immense hardship, and its impact is felt across the country. Traffic jams lasting for hours and roads remaining blocked for weeks or even months are not in the national interest. Pilgrimage routes such as Kedarnath-Badrinath, Gangotri-Yamunotri and the Kailash Mansarovar Yatra lie close to international borders. Under all circumstances, the condition of these roads is deteriorating day by day. From both strategic and pilgrimage perspectives, the control of all these roads should be taken directly by the Union Government and their extension up to the borders should be ensured.

I am extremely grateful to the Hon. Minister for having already stated that special attention will be given to Uttarakhand. Haridwar, which is regarded as the spiritual capital of the world, witnesses a microcosm of India every day. Under normal circumstances, the daily average number of pilgrims ranges between 20 lakh and 50 lakh, and during the Kanwar Yatra, the movement of pilgrims can reach up to one crore in a single day. Due to the lack of alternative road arrangements and the absence of overbridges, traffic jams often persist for hours.

(The construction of four-lane roads from Delhi to Dehradun and from Delhi to Haridwar and Rishikesh, along with the immediate construction of overbridges, is absolutely essential.)

The Ardh Kumbh is also scheduled to be held in Haridwar in 2016, and if arrangements are not made well in advance, the situation may lead to serious difficulties. Haridwar is not only extremely significant from a religious perspective, but is also one of the few important industrial centres in the country. The routes connecting Muzaffarnagar via Bhagwanpur to Dehradun, and the roads linking Haridwar, Rishikesh and Dehradun, are of immense importance as they are focal points of the faith and sentiments of people across the nation. These routes require a separate, comprehensive, multi dimensional project, and work on them must be undertaken on a war footing. It is encouraging that the Government has resolved to ensure rapid travel connectivity to geographically remote regions. I request the Hon. Minister that select expressways from Delhi to Haridwar and Rishikesh, and from Delhi to Dehradun, be undertaken under all circumstances. This will greatly facilitate travel for people across the country who wish to visit Dehradun, Mussoorie, Haridwar and Rishikesh.

I also request that special attention be given to the Himalayan States, as they face difficult geographical conditions and are border States. From the strategic point of view, and from the perspective of national unity and integrity, these States are of utmost importance. It is essential that every village is connected under the Pradhan Mantri Gram Sadak Yojana.

Once again, I would like to urge that road construction along the borders of the Himalayan States be carried out on a war footing, as this is vital for national security. Whether it is Jammu and Kashmir, Uttarakhand or other Himalayan States, these pilgrimage and strategic routes must be strengthened, widened and brought directly under the control of Central agencies, so that the Char Dham Yatra is not disrupted under any circumstances.

[English]

*__SHRI P.C. MOHAN (BANGALORE CENTRAL):__ According to the affidavit filed by the UPA Government in the Supreme Court, the UPA Government has admitted that during 1997-2002 (Ninth Five Year Plan) the NDA Government has added 23,184 km of national highways to the existing National Highway network which was nearly 50% of the total length of national highways constructed in three decades. Since independence, the NDA Government has achieved the mark of constructing the largest national highways during any five year period. Simply speaking, the UPA Government affidavit in the Supreme Court admits that NDA regime constructed nearly half of the total length of national highways which is a record that no government had done during the past 32 years.

To illustrate the achievement of the NDA Government, the following statistics will prove that the road network has taken tremendous achievement during the NDA regime. The length of the national highway has been extended to 76,818 km as on 2012 from the total length of highways of 29,023 km as on 1980. In short, 47,795 km length was added by all governments within a time span of 32 years whereas the NDA regime during 1997-2002 had added 23,184

* Speech was laid on the Table.

km of national highways which is half of the total length of national highways added by the UPA Government.

The road density in India is 1.43 km per square meter to the total road network of 46.90 lakhs km. National Highways accounts for 79,243 km whereas the State highways accounts for 1,31,889 kms. 31.18 lakhs km have been classified as “other roads” and 200 kms have been classified as expressways. 1.7% of national highways road network carry the burden of 40% of road traffic. According to NHAI statistics, 65% of freight and 80% passenger traffic is carried by the roads.

Road Transport being the backbone of supply chain management requires huge funding and fast clearance of the project to avoid cost escalation. Past history reveals that environment, forest and wildlife clearances has hampered the development of strategic roads in border areas. A single window clearance is the main source to attract PPP model which has been lagging behind due to delay in clearances as mentioned above. The Highway Ministry is having the option to choose between Public Private Partnership (PPP) model or Engineering Procurement & Construction (EPC) model. The Highway Ministry should look into the matter of lack of interest of the bidders in PPP model and take appropriate steps to give incentives to

Private Parties to fund the projects not only sharing the revenue but to participate in building the nation's infrastructure.

Instead of following the water tight mechanism recommended by B.K. Chaturvedi Committee of BOT (Toll) at first, followed by BOT (Annuity) and then EPC, the Ministry should adopt a flexible model to fasten the project at great speed. Next, movement of coal to different thermal power stations at break neck speed is most important for power generation and also for the movement of food and vegetable items to bring the prices uniform. Under the able leadership of Shri Narendra Modi's stable and strong administration, the Highway Ministry will repeat the record achieved by the previous regime of the NDA Government.

[*]**SHRI B. SENGUTTUVAN (VELLORE) :** I take this opportunity to thank our party chief, Idhaya Deivam Dr. Puratchi Thalaivi Amma, but for whose benign grace and immence kindness, I wouldn't find myself where I am now expressing my views. Our leader has already hailed the budget as a forward-looking one, which would be instrumental in enginerring revival of Indian economy. There can be no better compliment to the Finance Minister than this, coming as it does from our Hon'ble Chief Minister, who herself is an architect of great economic recovery; in that, our Hon'ble Chief Minister rescued the economy of Tamil Nadu from the morass of financial woes and deficit in which the earlier Government had left it.

Whilst I welcome the initiative of the Finance Minister in the Union Budget on his proposed outlay, I feel obligated to point out that in the Budget allocation for road sector, no provision has been made for laying any new National Highways in Tamil Nadu and very little outlay has been allocated for initiating programmes on road safety.

In my Parliamentary Constituency, Vellore, I would like the Ministry of Road Transport and National Highways to expeditiously carry out all pending works.

---

[*] Speech was laid on the Table.

The Cuddappah-Cuddalore National Highway remains incomplete; and from Katpadi to Polur, the Road Project has not been undertaken for the past ten years. Top-priority should be given to the completion of this stretch of the road.

The stretch of NH4, between Poonamalee to Walajahpet is a four-lane tollway, which has been mandated for upgradation into six-lane NH. NHAI appears to have handed over the concession to one Essel Walajahpet-Poonamalee Tollway Pvt. Ltd. Under BOT scheme. It is reported that the concessionaire has refused to carry out the six-lane work. From a personal and practical experience, I find that no proper maintenance of the road is done to the standard of toll-way. The entire stretch of nearly 100 KMs is full of bumpy patch-work. It is not a National Highway but more like a rural pachayat road. Why would not the NHAI attend to this national disgrace, after all it get a finger in the pie? This has to be immediately redressed by the NHAI.

The stretch of NH 46 between Vellore and Vaniyambadi is operated by the concessionaire, L&T Krishnagiri-Walajahpet Tollway Ltd. It has established two toll booths at Pallikonda and Vaniyambadi. The toll fee collected in these booths is perhaps the highest in the world. The charging of Rs.250/- per passenger bus per trip is exorbitant. The monthly pass issued for the buses at Rs.8230/- for

unlimited number of trips has been reduced to just 50 trips leading to tenfold increase in cost escalation. At this rate, the bus operators, particularly, the Tamil Nadu State Transport Corporation are faced with closure of the routes plying on this road.

The work on NH 4 connecting Chennai and Bangalore remains incomplete between Gudipala and Walajapet stretch. Whilst other work in other sections has been completed, even basic work is yet to commence in this section. I urge the Hon'ble Minister to instruct the NHAI to expeditiously complete this work.

The feasibility study on the Bangalore-Chennai Expressway is already over and the project has to be implemented immediately given the fact that this is contiguous to the Bangalore-Chennai industrial corridor.

Guidyattam town, noted for the manufacture of handloom lungis and hand-made matches, is located at a distance of 10 KMs from NH 46. It is a busy town bursting with business activities. NH 234 from Villupuram to Mangalore runs through this town. The traffic in this town is already congested and the residents have been requesting that the NH 234 have a by-pass between KMs 39/9 KM and KM 45/7 for years so as to ease the congestion on their roads. This will have to be attended to by the Ministry concerned.

So also various NH projects are pending completion in Ambur amd Vaniyambadi. The construction of several flyovers and underpasses at Ambur has not seen the light of the day owing to the apathy of the NHAI Department and its concessionaire resulting in avoidable accidents and loss of human lives. Priority should be accorded to these projects and they should be completed within a short timeframe.

It is not enough if we merely lay the roads but what is required is that we have to increase the implementation of road safety measures so that the road users as well as those inhabiting nearby the roads are safe.

Though the conditions of the roads improved over the last ten years, the last decade has also witnessed appalling increase in the rate of road traffic accidents. Between 2003 and 2013, there had been an increase of 54.3% in road traffic deaths. Traffic deaths all over the world stands at 14 lakhs per year. India has the dubious distinction of having the largest number of traffic deaths in the year 2013. According to National Crime Records Bureau statistics, a total number of 4,43,001 road traffic accidents were reported. A total number of 137423 persons lost their lives due to road traffic accidents

in India in the year 2013. In Tamil Nadu 15563 persons lost their lives in 2013.

In this connection, I suggest that the penal provisions in the Indian Penal Code as well as the Criminal Procedure Code have to be revised so as to mete out stiffer terms of imprisonment for the road-rash driving, drunk-driving and endangering the lives of other road users. A thorough revision of these geriatric codes is anyway long overdue for other reasons as well.

There are certain areas in my constituency that witness frequent road mishaps. In Vellore, in the 5 KMs stretch between Pillaiyar Kuppam and Sathuvachari in NH 46, a total number of 49 road traffic accidents took place during the period between 01.01.2014 to 30.06.2014, in which 12 persons died on the spot, others sustained serious and grievous injuries resulting in permanent disablement. At Sathuvachari, it has been the demand of the local population to construct an underpass so as to facilitate the crossing of NH 46, which bisects the busy residential area. A study has shown that on an average 10000 people go across the road at Sathuvachari Gangaiamman Temple area daily; and it is necessary to construct an underpass. It is one of the most accident-prone areas in the world. Despite the fact that the people of this area have been urging the NHAI to construct an

underpass, it has failed to evoke any proper response. It is now learnt that the proposal has been accepted but it is being delayed unnecessarily. I do not know how many more precious lives would be lost before the NHAI really springs into action.

In Vellore, the NH 46 cuts the twin cities of Vellore and Katpadi into two. Whilst laying the road, the UPA Government and the DMK Government utterly failed to realize that the elevated barrier erected for the toll-way would cut across and block the Vellore-Chitoor road which is the main artery between Katpadi and Vellore. In the result a chaotic traffic condition is prevailing in the city. This leads to caution of any number of accidents. An underpass is required to be constructed on NH 46 so as to facilitate the smooth flow of traffic straight from the National Theatre to Katpadi Road.

It is the experience of all road users that the tolls collected the concessionaires all over the country is far too excessive. Toll free collections are made allegedly in conformity with the National Highways (Determination and Collection of Fees) Rules, 2008 which empower the concessionaire to revise the fees annually. A portion of the fee goes to the NHAI. It is the experience of all road users that these fees are rather very high and very many law-and-order situations

have been reported all over the country arising from demand of high toll fee. This has to be regulated by the New Government.

[Translation]

*__SHRI HARI OM PANDEY (AMBEDKAR NAGAR):__ The National Highway programme was launched by the Government led by Shri Atal Bihari Vajpayee in 1996. On 1 July 2013, the UPA Government admitted before the Supreme Court that during its five year tenure, the NDA Government had constructed more than half of the National Highways, a feat which the Congress could not achieve during its entire period in power. Although National Highways constitute only about 2 percent of the total road length in the country, they carry nearly 40 percent of the total traffic load. In the year 2012, construction of 5,846 kilometres of roads connecting Delhi, Mumbai, Chennai and Kolkata was completed. However, substantial work still remains, including widening of roads, conversion of single lane roads into double lanes, expansion of road connectivity in rural areas, and construction as well as proper maintenance of roads in urban areas.

No country can achieve meaningful economic reform without a strong and efficient road network. I would like to illustrate this with an example. When a truck carrying goods travels from Mumbai to Delhi, it takes approximately five to six days to reach its destination. If the value of the goods carried is Rs. 20 lakh, this amount remains

* Speech was laid on the Table.

blocked for nearly five days. If the travel time is reduced to two or two and a half days, the same Rs. 20 lakh re-enters circulation in half the time. This faster circulation of capital directly contributes to an increase in the nation's GDP. Today, goods worth thousands of crores of rupees are moving sluggishly on our roads. If we can increase their speed and reduce travel time by half, the positive impact on the economy would be immense.

Unfortunately, road projects are rarely completed within the stipulated time, even though contracts are awarded to large companies. Tender conditions are often framed in such a manner that only a limited number of companies are able to qualify. As a result, road construction across the country remains concentrated in the hands of a few big companies. These companies then subcontract the work to smaller contractors on their own terms. Disputes among them frequently lead to stoppages in work, causing prolonged delays in the completion of road projects.

My suggestion is that the list of contractors selected by large companies should be submitted along with the tender documents. Their payments should be made directly by the Government, rather than routed through the large companies. The benefit of this arrangement would be twofold. First, work would not be stalled, and

second, smaller companies would also be able to participate independently in future tenders. Increased competition would lead to a reduction in costs and faster completion of work. Bituminous roads should be completely discontinued, and cement concrete roads should be adopted as the only viable alternative. Wherever new roads are being constructed, no construction activity should be permitted within a specified distance along those roads. Maintenance of roads should be assigned as a separate responsibility. The practice of toll-free arrangements should be discontinued. Separate parking facilities should be provided for trucks on National Highways. Trucks parked on the carriageway narrow the road and are a major cause of accidents.

[English]

SHRI N.K. PREMACHANDRAN (KOLLAM): Sir, to achieve the economic growth of our country - as per the Budget proposals at the rate of seven to eight per cent - definitely the road infrastructure has to be improved to the international standards. Roads and highways are the main engines for the economic growth and development. We could see from the data which have been supplied to us, India is the second largest road network in the world, that is, next to the US, and we are having 4.8 million kms. of road. A very interesting fact to be noted is that 60 per cent of the total freight traffic and 85 per cent of the total passenger traffic is being borne by the road sector. So, the message to be given is that the road infrastructure should be given prime importance and better Budget allocation needs to be provided to the road infrastructure. Unfortunately, I would like to say that proper and adequate allocations in respect of infrastructure for the development is not being given in this Budget. This is my first contention.

The second contention which I would like to state is regarding the target which the hon. Minister has cited, in his speech and in his Press Conference also. In 2014-15, the Budget also shows that the target is to complete 8,500 kms. of road construction but unfortunately

while going through the records, it is seen that work for only 1,500 kms. is being awarded so far. We have remaining six or seven months only. How would the Government able to achieve the goal of completing 8,500 kms. of road construction, when awarding is being done in regard to only 5,500 kms.? So, I feel that it is really a dream and it would remain a dream even after the completion of the Budget period.

At the same time, while the hon. Minister is taking the criticism, I would also appreciate the hon. Minister who after presenting the Budget in this House, has undertaken the exercise and the earnest efforts by conducting review meetings, etc. He also has a dream of laying 3 kms. of road per day. It is a wonderful dream. If he is able to achieve it, definitely the entire country would appreciate you, Mr. Minister. So, we all are extending our wholehearted support for this also.

My suggestion in regard to the problem of land acquisition is that there is inordinate delay in completing the construction of National Highways. The other problem is concerning road infrastructure. My suggestion is that in order to have Highways, if we acquire land, maximum remunerative compensation at the market rate should be given. This is number one. Secondly, they should be rehabilitated.

Why should people be evicted from the side of the roads when it is for the betterment of the rest of the country and the community? Ensuring market rate compensation, rehabilitation of the shop owners and providing dwellings should definitely be given so as to get the acquisition at the earliest. This would help the work get completed at the earliest.

The second is the problem of following procedural formalities in respect of construction of road, where we have three stages - sanctioning, awarding and construction of work. In respect of sanctioning and awarding the work, inordinate delay is there. In the era of communication technology revolution, this much delay and time need not be given for the tender presentation and all these formalities. So, I would suggest to simplify the procedures so that awarding and sanctioning will be done with maximum speed.

Another suggestion is in regard to excess rate which is being provided. Let the original estimate be revised keeping in view the market rate so that the excess payment can be avoided. Sir, e-tendering should be made compulsory and mandatory because transparency should be there in awarding the works.

The third point is about the lack of coordination about which he has already mentioned in his Press Conferences. I would like to

suggest to the hon. Minister that he should set up a permanent mechanism both at the national level as well as the State level to see that all the utilities are removed and placed in a better way for the construction of road so that this difficulty can also be got rid of. If all these hurdles are removed, definitely the dream of constructing 3 kms. per day can be achieved. Then, road safety must also be given maximum importance.

I would like to give another suggestion that in order to avoid heavy traffic congestion in the National Highways and other roads, the Government should opt for National Waterways also.

In our State Kerala, we are having the highest density of population. Now there is a proposal that 45 metres is required for having a four lane road. In this regard, I would like to seek a clarification from the hon. Minister as to what is the policy of the NDA Government at this juncture in respect of widening of National Highways with four lanes.

Regarding Kollam Bypass and Alleppey Bypass, land acquisition for these two bypasses was done 40 years ago. But so far construction of Kollam Bypass and Alleppey Bypass is not completed. I urge upon the hon. Minister to take special interest in the early completion of these two bypasses. It is being done on 50:50

sharing basis which is the first experimental formula in the country, where the Government of Kerala will bear 50 per cent of the cost and the remaining 50 per cent will be borne by the Central Government. I request that this must be taken care of.

With these words, I conclude my speech.

[Translation]

*__SHRI LALLU SINGH (FAIZABAD):__ The BOT system has proved to be an unsuccessful model for construction. It was adopted by the National Highways Authority of India (NHAI) for laying a network of roads, but it has not succeeded. NHAI should change its policy at the earliest. After roads are constructed, NHAI invites tenders under the OMT system for their maintenance or for keeping them operational, which is appropriate. However, this system should not be applied uniformly to all roads, and the tender eligibility criteria should be relaxed so as to allow the entry of new and small contractors, as there is intense competition. This would, in fact, be beneficial for NHAI. Due to the rigid attitude of NHAI, litigation against it is pending in various courts across the country, resulting in several crores of rupees being spent on legal fees. For the settlement of these cases, NHAI should constitute a committee of its officers to resolve disputes amicably. At present, all important positions in NHAI are held by officers favoured by the Chairman. There should be a proper system in place to address this issue. NHAI carries out work for widening roads from four lanes to six lanes by awarding contracts under the BOT mode. The contractors, along with undertaking

* Speech was laid on the Table.

widening, also collect tolls from the public, which creates confusion. In several cases, contractors begin work after a year while collecting tolls at increased rates, or they carry out work in one location, such as Etawah, but collect tolls at another location like Kanpur, where traffic volume is higher. This leads to widespread confusion among the public. Many toll plazas under NHAI do not operate in accordance with prescribed rules, resulting in traffic congestion and several irregular problems on roads. NHAI should not collect tolls from toll plazas that have been constructed in violation of rules. NHAI also starts collecting tolls even on incomplete roads, claiming that toll is being charged only for the portion constructed. However, the public does not understand this justification. NHAI should not collect tolls under any circumstances until the road is fully completed.

[English]

*__SHRI PREM DAS RAI (SIKKIM):__ I support the Demand for Grants of the Ministry of Surface Transport . Sikkim is land locked and a strategic State bordering Tibet Autonomous Region of China. We also have border trade with goods flowing in and out of Nathula pass. Our National Highways are looked after by the Border Roads. We are therefore at the mercy of the Government of India funding and pushing of the Border Roads Organisation.

May I request the Hon'ble Minister to take a personal assessment of the roads situation from Sevoke to Gangtok and on to Nathula in the East to Maryan and beyond in the North.

assure that he will find the roads in pathetic condition. Please ensure that within a time frame of two years all the roads will be in top conditions and double laned.

With these words, I support this Budget and do hope for better days to come.

* Speech was laid on the Table.

[Translation]

*__SHRI NARANBHAI KACHCHADIA (AMRELI):__ I thank you for giving me the opportunity to place my views on the Demands for Grants of the Ministry of Road Transport and Highways for the year 2014-15.

I would like to raise certain issues relating to my State of Gujarat.

National Highway-51, which connects Dwarka, Porbandar, Somnath, Una, Jafrabad and Rajula to Mahuva and Bhavnagar, and National Highway-47, which connects Ahmedabad via Bagodara up to Bamanbor, are of great importance. If NH-51 is connected to NH-47 at Bagodara via Rajula, Amreli, Dhasa, Vallabhipur and Dhandhuka, it would greatly facilitate traffic and transportation for major industries located in Amreli district. Several large industries such as Pipavav Port, UltraTech, Ambuja Cement, Videocon and more than 200 cotton ginning mills are situated in this region. With this connectivity, not only these industries but the overall development of Amreli district would be ensured. Keeping public interest in view, I would like to urge that NH-51 be connected to NH-47 at the earliest.

* Speech was laid on the Table.

The construction work of the road connecting Una, Jafrabad and Rajula to Bhavnagar in Amreli district, which falls under NH-51, was awarded to Madhavi Construction. The tender amount was Rs. 34 crore and it was allegedly awarded to this company through collusion with officials. After construction, due to extremely poor quality, the road completely deteriorated within a few months. A high-level inquiry should be conducted into this matter. Subsequently, the work of reconstructing this road was awarded to another agency, but that road too deteriorated within a few months. At present, the condition of this road is so poor that not even tractors, let alone trucks, can ply on it. Therefore, I would like to demand that a high-level investigation be conducted against both these agencies.

Traffic on NH-8, particularly on the Ahmedabad-Bamanbor stretch, is extremely heavy, as this is the principal corridor connecting the rest of the State with Saurashtra and Kutch. This section further links, via Bamanbor, to Rajkot and Porbandar through NH-8B, thereby providing access to the ports of Saurashtra. It also connects Bamanbor with Samakhiyali, Kandla and Mundra through the NH-8 linkage, ensuring vital connectivity to the ports of Kandla and Mundra. The Government of Gujarat had initiated action for four-laning the Ahmedabad-Bamanbor and Rajkot National Highways. In

this regard, an understanding was reached between the Government of Gujarat and the Union Government. To finance this work, the State Government availed a loan from HUDCO and, in order to service this loan, toll collection was commenced. In the meeting of the Standing Committee on Finance held on 31.12.2009, it was decided that the six-laning of the Ahmedabad-Bamanbor section of NH-8A would be undertaken by the State Government. Accordingly, through its letter dated 13.04.2010, the Government of Gujarat sought approval to six-lane the Bagodara-Bamanbor section at an estimated cost of Rs. 500 crore using State resources. The Union Government subsequently conveyed that the six-laning should extend up to Ahmedabad. Acting promptly on this communication, the Government of Gujarat, from 29.09.2010, made budgetary provisions amounting to approximately Rs. 800 crore for six-laning the entire Ahmedabad-Bamanbor stretch and furnished all required details as sought by the Union Government. However, the requisite approval from the Union Government is still awaited. I respectfully urge the Hon. Minister to accord priority to this matter and facilitate early approval so that the work may proceed without further delay. I also wish to draw the attention of the Hon. Minister to the urgent need for improved road connectivity to important Hindu pilgrimage centres such as Somnath and Dwarka,

which witness substantial traffic throughout the year. First and foremost, my submission is that the National Highways Authority of India has initiated the four-laning of the Jaitpur-Somnath Road (NH-8D). However, this is not adequate, as the traffic load on this route is extremely heavy. There is a clear need to upgrade this stretch to six lanes. At present, Dwarka and Somnath are connected through NH-8E, which is only a two-lane road. The Union Government has initiated a feasibility assessment for the Somnath-Dwarka corridor, but the progress of this work has been extremely slow. I respectfully request the Hon. Minister to take special measures to ensure that this assessment is completed at the earliest.

Further, the sections of NH-8E covering Bhavnagar-Pipavav-Somnath-Porbandar-Dwarka-Okha are proposed to be widened to six-lane, four-lane and two-lane configurations. The preparation of feasibility details under the Public-Private Partnership model is currently underway, and the widening of these routes is to be carried out on that basis. However, this project is still pending implementation due to the absence of formal approval.

I would like to humbly urge the Hon. Minister to kindly take the necessary steps to accord approval to this project and facilitate its early execution.

SHRI DHARAM VIRA GANDHI (PATIALA): Hon. Chairperson, through you, I would like to draw the attention of the Hon. Minister to National Highway-1. NH-1 is such a route, such a lifeline, that connects Delhi with Punjab, Haryana, Himachal Pradesh and Jammu and Kashmir. It also connects several major religious places such as Anandpur Sahib, Harmandir Sahib and Vaishno Devi, as well as the tourist destinations of Jammu and Kashmir. It serves as a vital link for the people of Punjab, Haryana, Jammu and Kashmir and Delhi. This highway has been under six-laning for the past ten years. In the initial years, the work progressed at a slow pace, but for the last four years it has come to a complete standstill. This has caused immense hardship to the common public.

Sir, lakhs of people from Punjab are settled abroad. Every day, thousands of vehicles carry passengers to the airport, and thousands of patients travel daily to Delhi for medical treatment. However, the condition of this road, NH-1, the GT Road, is well known to everyone. The severe deterioration of the stretch from Panipat to Jalandhar has not received the attention it deserves. The matter is pending before the court, and the Government has not been able to find a solution so far. I would like to request the Government to either find an out-of-court solution or to expedite the matter in the court, so that lakhs of people

may get relief and their journey becomes easier. Until the construction of this road is completed, toll tax on this stretch should be stopped.

Sir, as a doctor, I would also like to point out that the procedure for issuing driving licences in our country is extremely lax and deficient. In many foreign countries, if a person suffers from epilepsy or has even a single cardiac arrest, his or her driving licence is cancelled, and that person is not permitted to drive. In our country, however, there is no such provision whereby the licence of a person who has suffered from epilepsy is cancelled, or that it can be restored only after being medically certified fit by a doctor. There are many such shortcomings in our licensing policy. These need to be rectified so that the number of accidents can be reduced and people can undertake their journeys in a safer and accident-free manner.

[*]**SHRI HANSRAJ GANGARAM AHIR (CHANDRAPUR):** Hon. Chairperson, road transport is an appropriate and vital medium for the development of basic infrastructure in the country. Improved road connectivity enhances both development and accessibility. Therefore, I have full confidence that under the leadership of Hon. Prime Minister Shri Narendra Modi, the Hon. Minister for Road Transport and Highways, Shri Nitin Gadkari, will make proper arrangements for road connectivity. The reason for this confidence is that, during the BJP-Shiv Sena coalition Government in Maharashtra, when he served as the Public Works Minister, he laid an extensive network of roads and flyovers across the State. Owing to his efficiency in executing large projects at low cost and his far-sighted vision for development, good roads and world-class highways will now be constructed at the national level as well.

Over the past several years, the number of fatalities due to road accidents has been steadily increasing. In the country, nearly five lakh people lose their lives in road accidents every year. Therefore, along with roads, we must also ensure safe transport facilities. Laws must be strengthened to provide adequate compensation to those injured or killed in road accidents. Emergency medical services and hospitals

[*] Speech was laid on the Table.

must be established along roads and highways, and essential amenities for travellers must also be made available.

The Ministry of Road Transport and Highways has made an appropriate proposal to invest Rs. 37,880 crore for the National Highways Authority of India and State roads. In this investment, priority should be given to backward areas. A target has been set for the construction of 8,500 kilometres of National Highways in the year 2014-15, with a commitment to achieve it on time. For the development of industrial corridors, a provision of Rs. 500 crore has been made for expressways at identified locations. The Ministry of Road Transport has also proposed to utilise funds from the Nirbhaya Fund to work towards women's safety.

Public Private Partnership, known as PPP, was projected by the Government as a means to mobilise resources for the construction of roads and bridges. However, under the previous Government, more than 260 projects worth nearly Rs. 60,000 crore under the PPP model remain stalled. Therefore, this Government will also need to give due attention to the completion of these pending projects. While undertaking road construction works, this Government has evolved a new approach that keeps environmental concerns in mind. The Hon. Minister has also expressed the intention to adopt a technique

whereby large trees along highways will be uprooted with machines along with their roots and replanted elsewhere. I welcome this initiative.

The Demands for Grants make reference to the Border Roads Organisation, but several projects executed by the Border Roads Organisation have remained pending for years. In our area, National Highway No. 16 was to be constructed under Operation ‘Hirak’ for a Naxal-affected region. However, since the Border Roads Organisation did not complete this work, the Hirak project was reportedly withdrawn by the Government. This should not have happened. Due to the lack of all-weather roads, development in our Naxal-affected areas has been severely hampered. No factories or industries are willing to set up operations there. The absence of proper roads has also become a major obstacle in the timely movement of police and security forces. In view of this situation, I would like to request the Hon. Minister to introduce a special scheme for road construction in Naxal-affected areas in our region and to ensure its time-bound completion by providing the necessary implementation support and adequate financial allocation.

India has the world’s largest road network, extending over more than 48.65 lakh kilometres. National Highways alone account for

92,851 kilometres. Road construction is a continuous activity and, therefore, the quality of construction must be ensured. The previous Government had announced that 20 kilometres of highways would be constructed per day, but in reality the achievement was only about 3 kilometres per day. Considering the vast geographical expanse of the country and the growing need to enhance road connectivity, we must significantly accelerate road construction in the years ahead. The Hon. Prime Minister, Shri Narendra Modi ji, has reiterated his firm commitment in this regard. Under the leadership of our capable Hon. Minister for Road Transport and Highways, I am confident that road connectivity in the country will be taken forward in a decisive manner.

I would like to place before the Hon. Minister certain demands related to the development of my region, to be taken up under the Central Road Fund. These include road connectivity from Rajura to Gadchandur, from Korpana to Adilabad, which connects to Andhra Pradesh, and from Rajura to Lakkadkot, as well as from Wakdi to Hyderabad, connecting to Andhra Pradesh. My region lies in the border area of Telangana, and these projects are essential to directly link Andhra Pradesh through proper road connectivity. I request the Hon. Minister to take the necessary steps to ensure the completion of these projects. Similarly, there is a need to announce and undertake a

project to connect Wani to Lalguda and Mukutban to Bori with National Highway No. 6. There is also a requirement for road construction from Warora and Shegaon to Chimur and up to the Kanpa Road. Keeping in view the necessity of constructing the road from Wani to the Warora overbridge through the Central Road Fund, I would like to urge that this work be included in the Demands for Grants.

I would like to draw the attention of the Hon. Minister to the Borakhedi Toll Plaza situated on National Highway No. 7. At this toll plaza, commuters travelling on this road are being subjected to unwarranted toll collection without any valid justification. Vehicles travelling from Yavatmal and from Andhra Pradesh, commuting to and from Chandrapur and Nagpur, are particularly affected by this practice. Repeated complaints have been made in this regard. The Central Vigilance Commission (CVC) has also ordered an inquiry into this matter, yet due to the patronage allegedly extended by senior officials of the National Highways Authority of India, the issue is being suppressed. I would like to demand that the unwarranted toll collection at this toll plaza be stopped immediately.

I would also like to draw attention to the prolonged suspension of work on National Highway No. 6. Due to the work remaining

pending and incomplete on the Jam to Hinganghat and Wadki stretch, several difficulties are being faced in the construction process. Similarly, on this route, the work on the Pandharkawada-Kelapur-Bori stretch has also been halted by the contractor. If road projects are ensured to be completed in a time-bound manner, road construction can be carried out within the stipulated cost. This will result in savings of both public funds and time, and will also provide relief to the people. Keeping these issues in view, I would like to urge that appropriate action be taken as stated above. With this request, I conclude my remarks while extending my support to the Demands for Grants placed before the House by the Hon. Minister.

SHRI SANTOSH KUMAR (PURNIA): Hon. Chairperson, I am grateful to you for giving me an opportunity to speak. I rise on behalf of my party to present my views on the Demands for Grants of the Ministry of Road Transport and Highways. The works under the Golden Quadrilateral road projects initiated by the Hon. former Prime Minister Shri Atal Bihari Vajpayee should be expedited and completed at the earliest. Since this scheme was conceived during the tenure of Shri Vajpayee, I welcome and support it.

Sir, in order to prevent accidents on National Highways, there is a need to establish trauma centres at every 30 kilometres, and the Government should seriously consider this. The majority of those who lose their lives in accidents on National Highways are rural, illiterate farmers and labourers who come from villages. There should be a provision for life insurance for such persons. Overbridges should be constructed near villages and towns located along National Highways, as this can significantly help in controlling accidents. The Government should also make arrangements for plantation on both sides of National Highways. This will help in reducing pollution and will also provide employment opportunities to the rural population.

Hon. Chairperson, I would like to represent the Purnia Parliamentary Constituency in Bihar. Bihar has a total of 27 National

Highways. Compared to other States, and in view of its population, the number of National Highways in Bihar is quite inadequate, due to which the all-round development of the State is being hampered. The Union Government is well aware that Bihar is a backward State. Through this House, I demand that, for the development of Bihar, it is absolutely essential to construct a four-lane road from Purnia to Katihar, Manihari and up to Sahibganj, along with the construction of a bridge over the River Ganga. Once this is completed, the distance between Purnia and Sahibganj, which lies in Jharkhand, will be reduced by about 200 kilometres.

Hon. Chairperson, you are aware that Bihar faces the devastation of floods to a much greater extent than other States. The flow of floodwaters is often so intense that many roads are washed away. As a result, in more than half of the districts of Bihar, whether National Highways or State Highways, roads come under severe impact and are badly damaged. The Union Government collects toll on National Highways. On the road passing through Bihar towards West Bengal, toll is being collected on the Purnia-Islampur National Highway four-lane stretch. However, the condition of these four-lane roads is extremely dilapidated. Through you, I demand that their repair be undertaken immediately. There are several other roads in a similar

condition. In Bihar, my party is in Government. The State Government is undertaking the construction of State Highways through loans from NABARD as well as from its own resources. In Bihar, the condition of major bridges on National Highways such as the Mahatma Gandhi Setu, Rajendra Setu, Mokama Bridge, Vikramshila Bridge and Bhagalpur Bridge has deteriorated considerably. There is an urgent need for their reconstruction, and I request that action be initiated at the earliest. On some bridges, traffic has already been stopped or is on the verge of being stopped. Therefore, through you, I would like to urge the Government to initiate the construction of parallel bridges at these locations. Bihar is moving ahead on the path of development, and there has been a tremendous increase in the number of vehicles of all kinds. I demand that National Highway 107, which runs from Purnia to Baijnathpur, be converted into a four-lane highway, as this is absolutely essential in public interest. The work on National Highway 81, from Kodha through Katihar up to the West Bengal border, remains incomplete, and I demand that it be completed. The construction of National Highway 106, from Birpur to Bihpur, has been going on for years but has not yet been completed. It should be completed at the earliest. With these words, I conclude my remarks.

[English]

*__SHRI RAMEN DEKA (MANGALDAI):__ Communication is an important subject for development. I come from an under-developed State, that is Assam. Road communication is not at all comparable to rest of the country. I do hope that under new leadership of Shri Narendra Modi, Hon'ble Prime Minister of India a new ray of hope is ushering to the people of Assam, that road communication will improve. The projects already sanctioned are not yet completed as far example the Assam part of East-West corridor, Bogubil Project. Second over-bridge on Brahmaputra at Saraighat, completion of broadening of 52 (old) 15 (New) National Highways that passed through Mangaldoi. A border road in Indo Bhutan Border which touch my parliamentary constituency Mangaldoi is most essential in the context of internal security and external security.

Roads from Rawta Chariali to Bharalkurida Kunde which touches Bhutan Border is an important Road. Bharalkuriada is a tourist place also. This road should be widened. My Constituency is infested by militants. Bhakatpara to Udaguri road will give a good communication to the people of Darrang District as well as Udaguri

* Speech was laid on the Table.

District. This will shortened the length of communication in between to districts.

It is not out of context to mention that (3) three persons were killed in Bhakatpara in October 2008. Due to communal violence and the killers fled away. This road will facilitate the security personnel to access both districts easily. In view of this, I urge the Government to direct DONER Ministry to take up this road in priority.

I urge upon the Government to emphasis to develop road communication on top priority.

[Translation]

*SHRI RAKESH SINGH (JABALPUR): Whenever the issue of infrastructure is discussed, its most important component is the road transport system, and India possesses the largest road network in the world, extending over more than 4,865,000 kilometres. This includes National Highways, Expressways, State Highways, district roads and rural roads. In our country, nearly 80 Percent of transportation takes place through roads. At the same time, roads play a significant role in establishing coordination in economic, social and geographical development. Despite this, if we look at the last three Five Year Plans, we find that total investment in road development has remained stable at around 16 percent. In the Tenth Five Year Plan, which was from 2002 to 2007, this investment was 16.6 percent, in the Eleventh Plan it was 15.3 percent, and in the Twelfth Plan, which is currently ongoing, it was only 16 percent under the UPA. The UPA Government, in its very first Budget, that is, 2004-05, had allocated only 0.29 percent of GDP to road transport. In the Budget of 2012-13, the UPA made a provision of approximately Rs. 31,672 crore, which was about 0.56 percent of GDP. That is to say, from 2004 up to the final Budget of the UPA Government, this investment remained only

* Speech was laid on the Table.

up to half a percent of GDP. However, we would like to congratulate Hon. Shri Modi and Hon. Shri Gadkari that in the Budget of this year, for the remaining merely eight months, a budgetary provision of Rs. 37,000 crore has been made. This proves that the NDA Government fully understands how significant the contribution of roads is to the development of the country.

After Independence, if any Government linked development in this country with roads, it was the NDA Government led by the revered Atal Bihari Vajpayee Ji. During its tenure, the Pradhan Mantri Gram Sadak Yojana was launched, which brought a revolution in development in rural areas of the country. It was during the Government of Atal Ji that the Golden Quadrilateral project and the North South and East West Corridor were initiated in the country. By the end of the tenure of the UPA Government, the Government had taken loans amounting to 1,965 million dollars from the World Bank and 1,605 million dollars from the Asian Development Bank. However, against the target of constructing 55,000 kilometres of roads, only 19,000 kilometres of road construction could be completed. Even today, 25 percent of villages do not have any paved road. Connecting them to highways is a far distant matter.

Today, there is also an extremely important issue concerning traffic and road transport safety. According to the Global Status Report on Road Safety published by the WHO in 2013, more than 250,000 people fall victim to road accidents every year in India. The report states that India's road transport system is unsafe. In the country, more than 80 percent of transportation takes place through roads, and of this, nearly 40 percent of transportation alone takes place through National Highways, whereas these highways and expressways constitute only 2 percent of the entire road transport network. Out of this, only 19 percent has been developed as four-lane roads. The result of this situation is accidents. Every year, the number of vehicles is increasing at the rate of 10 percent, but in proportion to this, there has been no corresponding increase in road width and additional lanes over the past ten years. In the Eleventh Five Year Plan, the rate of road development, which should have been 20 percent, came down and stagnated at merely 6 percent. The adverse consequences of this are being suffered by the country today. However, the situation has now changed. With the formation of the NDA Government under the leadership of Hon. Shri Modi Ji, a sense of confidence has emerged among the people. This confidence has been further strengthened because today the responsibility of road

transport and highways rests in the hands of a visionary like Hon. Shri Nitin Gadkari Ji. The House is well aware of this. There are Hon. Members from Maharashtra present here. When Shri Gadkari Ji was a Minister in Maharashtra, he was known for infrastructure development and, in particular, for the construction of roads in record time. During his tenure of merely four years, the Mumbai Pune Expressway was constructed. In Mumbai, 55 flyovers were built, and across Maharashtra a network of good quality roads was laid. Shri Gadkari also made a significant contribution to the conceptualisation of the Pradhan Mantri Gram Sadak Yojana.

We can say that after the construction of the Mumbai Pune Expressway, it became a landmark for such roads in the country. Therefore, Hon. Shri Modi Ji, who is a symbol of development in this country, chose Shri Nitin Gadkari Ji for this Ministry.

I shall conclude my remarks with only two suggestions. I would like to urge the Hon. Minister that in the construction of four-lane and six-lane roads on National Highways, land acquisition is a highly complex issue due to which this work is severely affected. Therefore, in whichever States this work is being undertaken, a joint monitoring committee of the Union Government and the State Governments

should be constituted, which should set a target to complete this work within a fixed time frame.

My second and most important suggestion is that just as, under the Pradhan Mantri Gram Sadak Yojana, a defined criterion has been formulated on the basis of population so that no State is deprived of its rightful share, a similar structure should be evolved for the construction, maintenance and upgradation of National Highways. This would ensure that even if different political parties are in power at the Centre and in the States, no political discrimination takes place. Such discrimination has been suffered by my Parliamentary Constituency, Jabalpur, in the construction and maintenance of NH 7, NH 12 and NH 12A, and similarly, the entire State of Madhya Pradesh has suffered in respect of other National Highways.

Another important point relates to the no-objection clearance of the Ministry of Forest and Environment, on which Hon. Shri Prakash Javadekar Ji clarified the position just yesterday.

Not only I, but the entire country has faith that under the leadership of Hon. Shri Modi Ji, this Ministry will be known not for discrimination, but for development.

SHRI CHANDRA PRAKASH JOSHI (CHITTORGARH): Hon. Chairperson, Sir, I thank you for giving me the opportunity to speak on this important subject. Roads and National Highways play a crucial role in the economy of any country. I come from the Chittorgarh region of Mewar. I consider myself fortunate that the previous NDA Government, the Government led by Shri Atal Bihari Vajpayee Ji, connected my Parliamentary Constituency with the East West Corridor and the Golden Quadrilateral Project. The foresight of that Government is clearly reflected here. In the year 2000, that Government laid the foundation of the scheme, and in the year 2004, it dedicated that scheme to the nation. During the tenure of that Government, 23,000 kilometres of National Highways were constructed, at the speed of 18 kilometres per day. However, over the past ten years, nothing was done except making announcements and issuing awards. Even if we look at these ten years, the roads were not constructed even at the speed of four kilometres per day. When we compare a tenure of six years with a tenure of ten years, not even one third of the roads were constructed during the previous UPA Government.

Sir, I would like to submit that from Kishangarh in Chittorgarh, the Udaipur Ahmedabad National Highway passes through, and the

tenders for that road have already been finalised. However, due to the non-availability of a no-objection certificate from the Ministry of Environment, this project has remained incomplete for several years. I would like to thank the Hon. Minister and our esteemed Prime Minister for deciding to hold a joint meeting of the Ministries of Railways, Defence, and Forest and Environment. Undoubtedly, this monthly meeting is a very positive initiative towards removing the obstacles faced by the country's ambitious projects. I hope that you will remove the earlier impediments in the construction of that road.

Sir, I would like to submit that the maintenance of the Jaipur-Delhi road was earlier overseen by the National Highways Department, and the toll was also collected by the National Highways Department. However, in the year 2009, its tender was awarded to a private company. That company began collecting toll and was also entrusted with the responsibility of maintenance, but it failed to carry out the maintenance work. The work was to be completed in the year 2011, but till date it has not been completed. As a result, traffic jams there sometimes last for 12 hours and at times even for 18 hours. I would like to thank the Hon. Minister that after assuming office, you immediately took cognisance of this matter and personally took responsibility by visiting the road and initiating corrective action. Not

only this, whereas during the previous Government there were only announcements and awards, within one month you issued awards in three phases and released the tenders. For this, I express my sincere gratitude to you on my own behalf and on behalf of the entire people of Rajasthan.

Sir, in the year 2006-07, in this very House, the then Finance Minister had announced the Delhi-Jaipur Expressway. However, that scheme could not be implemented due to issues related to land acquisition. This was on account of the cordial relations between the then Chief Minister of Rajasthan and the then Transport Minister, who shared my name. Although both belonged to the same party, land acquisition could not be carried out. I am fully confident that the Hon. Minister has now accelerated the work in this direction, and that the esteemed Chief Minister of Rajasthan has also initiated action on this matter. I am hopeful that once the Delhi-Jaipur Expressway is constructed, Rajasthan, which is an important State from the point of view of tourism, will receive significant momentum.

I would like to request that the National Highways in Rajasthan which are constructed by the Rajasthan Government should receive the full amount of maintenance funds and grants due to the State, and that you may ensure that Rajasthan receives its rightful share in full.

Sir, I come from the Mewar region. I come from the land of Maharana Pratap. All of you watch the serial on Maharana Pratap, who, in the midst of subjugation, gave up his palace for the sake of freedom and lived by eating rotis made of grass. I come from the land of such a great Maharana Pratap. I submit that in Chittorgarh, where two National Highways intersect, there is a circle known as the Rithola Circle, near which about 65,000 square metres of land is lying vacant. I would like to request that this circle, which is said to be the largest circle in Asia and is known as the Diamond Circle, should be developed with proper parking facilities and that a life-size statue of Maharana Pratap should be installed there. This would remind all those who pass through that place of our glorious history. If this circle is also named Maharana Pratap Circle, not only the people of Rajasthan but the people of the entire country would remain grateful to you. In this regard, I would like to submit that if your Department is not in a position to install the statue, it may at least issue orders for naming the circle. If your Department gives such directions, we will approach an industrial house with a humble request for assistance so that a statue of Maharana Pratap, a symbol of our glorious heritage, may be installed there.

Sir, I have many more issues to speak about, but I hope that Rajasthan will receive its rightful share. The Chief Minister of Rajasthan, Hon. Shrimati Vasundhara Ji, has also laid a network of 21 roads under the Chief Minister's Road Scheme. I have full faith in the Centre that Rajasthan is progressive in the matter of roads, and if your support is extended, Rajasthan will certainly stand among the leading States of the country. This is my humble submission.

[*]**SHRI DADDAN MISHRA (SRAVASTI):** I would like to bring certain matters to the notice of the Hon. Minister for Road Transport and Highways and also place before him a few suggestions concerning my Lok Sabha constituency, Shrawasti. Our Lok Sabha constituency, Shrawasti, is divided into two districts, Shrawasti and Balrampur. Since both these districts are located along the Nepal border, they are extremely important from a strategic point of view. In the manner in which China is expanding its influence in Nepal and repeatedly attempting to challenge our nation, it becomes absolutely essential that basic infrastructure is developed in these border districts. Unfortunately, there is a severe lack of such facilities.

While roads are an important link in binding the entire country together in a thread of unity, they are also the sole means of connecting villages with cities. Our esteemed Prime Minister, Hon. Shri Narendra Modi Ji, has presented the vision of 'Ek Bharat Shreshtha Bharat'. I am deeply pleased that, in order to realise this vision, the significant responsibility of the Ministry of Road Transport and Highways has been entrusted to a committed and capable leader, Hon. Shri Nitin Gadkari Ji, who possesses exceptional expertise in this field. Whatever development of roads has taken place in our

[*] Speech was laid on the Table.

country today, whether it is the Golden Quadrilateral Project or the Pradhan Mantri Gram Sadak Yojana, Hon. Shri Gadkari Ji has been a key contributor in both policy formulation and implementation. I do not merely hope, but firmly believe, that Hon. Shri Gadkari Ji will certainly realise Hon. Shri Narendra Modi Ji's dream of 'Ek Bharat Shreshtha Bharat'.

As far as Shrawasti district is concerned, it is a small district comprising only five development blocks. During our representation in the Uttar Pradesh Legislative Assembly, efforts were made to significantly improve the condition of roads, which is comparatively better than in neighbouring districts. However, the moment one enters any part of Balrampur district, there is no need to be told that one has crossed into another district, because the condition of roads in Balrampur is so poor that even walking on them becomes extremely difficult. It is also noteworthy that even after so many years of Independence, there is not a single centimetre of railway line in Shrawasti district, and rail connectivity in Balrampur is also very limited. In such circumstances, road transport remains the only means of movement. Therefore, the development of roads is absolutely essential.

It is also noteworthy that even after so many years of Independence, there is not a single centimetre of railway line in Shrawasti district, and rail connectivity in Balrampur is also very limited. In such circumstances, road transport remains the only means of movement. Therefore, the development of roads is absolutely essential.

With regard to the development of roads in Balrampur district, my principal demands are as follows. The newly constructed National Highway 28 should be connected to the Basti National Highway via Jarwal Road, Gonda, Balrampur, Utraula and Dumariaganj. The road from Bahraich to Bhinga, the district headquarters of Shrawasti, is being constructed as a four-lane road under the Estate Sector. From Bhinga to Chaudharideeh, the work of widening and upgradation under the Estate Sector is also in progress. However, the condition of the road from Chaudharideeh to Tulsipur in Balrampur district is extremely poor. I would like to request that this road be taken up under the C.R.F. Scheme for widening and upgradation. Further, the Buddhist Circuit road from the Belha turn on the Balrampur Tulsipur road, via Gaura Chauraha and Vishkohar, up to Siddharth Nagar district through Itawa district, should also be taken up under the C.R.F. Scheme for widening and upgradation.

[*]**SHRI RAVINDER KUMAR RAY (KODARMA):** Road transport has historic importance for India and, from ancient times to the present day, it has been an integral part of the daily life of the common people of this country. It was because of roads that Sher Shah Suri gained renown as a ruler of Hindustan. When he constructed the G.T. Road from Peshawar to Calcutta, it became a defining achievement. It is a matter of regret that today Peshawar is no longer a part of India. Through one important road, Sher Shah became a historic figure of the nation. After that, the second great historic figure was the revered Shri Atal Bihari Vajpayee Ji, who physically connected the entire country through the Golden Quadrilateral road project and, through the Pradhan Mantri Gram Sadak Yojana, connected villages with cities, thereby giving rural citizens the opportunity to use paved roads. The previous UPA Government carried out road construction in a sluggish manner. However, it certainly showed haste in removing the portrait of Hon. Atal Ji from the National Highways.

The third phase of road construction has now begun, and I have complete faith that under the leadership of Hon. Shri Narendra Bhai Modi and under the able guidance of Hon. Minister Shri Nitin Gadkari Ji, this task will certainly be accomplished.

---

[*] Speech was laid on the Table.

I would like to draw the attention of the Road Transport Department towards the following projects related to Jharkhand and the Kodarma region.

With regard to important projects of the Ministry of Road Transport and Highways, Union Government, and the NHAI in the State of Jharkhand, I would like to submit that a bridge should be constructed over the River Ganga at Sahibganj. In September 2011, NHAI was entrusted with the responsibility of constructing the proposed bridge on the BOT (toll) basis. In April 2013, the consultant appointed by NHAI found the construction on BOT (toll) basis to be non-viable. In January 2014, the Ministry of Road Transport and Highways agreed to allow NHAI to submit the construction proposal under the EPC mode. However, even after the lapse of three years since 2011, the EPC proposal has not been submitted by NHAI to the Ministry for approval. There is an urgent need to formulate the EPC proposal expeditiously and invite tenders without further delay.

The construction work of the 43 kilometre Dhanbad Ring Road/Bypass should be undertaken. This project has been included by the Ministry under NHDP Phase VII. For the feasibility study, a consultant was appointed by NHAI in February 2009. In August 2013,

the alignment was approved by NHAI. However, no further action has been taken since August 2013.

The work of converting 208 kilometres of NH-23 (Ranchi-Gumla) and 260 kilometres of NH-75 (Ranchi-Garhwa-Uttar Pradesh Border) into two-lane roads with paved shoulders should be undertaken. This project was included by the Ministry under NHDP Phase IV in March 2010. The feasibility study report has been finalised by NHAI. However, in January 2014, NHAI and the Ministry decided to remove this project from NHDP Phase IV, which is not appropriate. More than 98 Percent of land is available on NH-23, and land acquisition on NH-75 is in progress. Jharkhand is a landlocked State. Therefore, for connectivity with the ports in the State of Odisha, upgradation of NH-23 is essential. The Ministry should retain the concerned projects under NHDP Phase IV and prepare the EPC proposals.

The 4/2 laning work of 78 kilometres of NH-23 (Chas-Ramgarh) should be commenced. This project was included under NHDP Phase IV by the Ministry in March 2010. The Ministry has decided to undertake construction under the EPC mode, and tenders have been invited. However, even after the lapse of four years, the work has not been awarded. The process of awarding the work should be expedited.

The 4/2 laning work of 57 kilometres of NH-32 (Rajganj-Chas-West Bengal Border) should also be commenced. This project was included under NHDP Phase IV by the Ministry in March 2010. The Ministry has decided to undertake construction under the EPC mode. However, the EPC proposal has not yet been submitted by NHAI to the Ministry. Even after four years, the work has not been awarded. NHAI should initiate the process of inviting tenders on a priority basis.

The 4/2 laning work of 69 kilometres of NH-32 from the West Bengal Border to the Jharkhand Border, along with 18 kilometres of the Jharkhand stretch, should be commenced. This project was included by the Ministry under NHDP Phase IV in March 2010. NH-32 is the shortest route from Jamshedpur to Dhanbad. The EPC proposal has been submitted by NHAI to the Ministry, but it has not yet been approved. NHAI has received tenders for pre-qualification for the construction work. However, even after the lapse of four years, the work has not been awarded. The Ministry should approve the EPC proposal, and NHAI should complete the tendering process on a priority basis.

The 4-laning work of 47 kilometres of NH-31, Barhi to Rajauli section, should be commenced. This project has been included by the

Ministry under NHDP Phase IV. A consultant for the feasibility study was appointed by NHAI in September 2012, and the feasibility study report was approved by NHAI in September 2013. Land acquisition by NHAI is at an initial stage. There is an urgent need to fast-track the NH-31 project.

The 4-laning work of 40.5 kilometres of NH-33, Barhi to Hazaribagh section, should be resumed. This 4-laning work was approved under NHDP Phase III. The work has remained suspended since February 2013. The earlier concession agreement has been terminated by NHAI. A new concessionaire should be appointed and the 4-laning work should be resumed. The 4-laning work of 163 kilometres of NH-33, Ranchi to Rargaon to Jamshedpur stretch, should be expedited. This work has been approved under NHDP Phase III. The concession agreement was signed by NHAI with M/s Madhucon Projects Ltd. in the year 2011. However, the pace of the 4-laning work is extremely slow.

The 4-laning work of 163 kilometres of NH-33, Ranchi to Rargaon to Jamshedpur stretch, should be commenced at the earliest. This work has been approved under NHDP Phase III. A concessionaire has been appointed, but even after nearly two and a half years, the 4-laning work has not been started.

The 6-laning work of the 128.22 kilometre Barwa Adda to Panagarh section of NH-2 should be commenced. This 6-laning work has been approved under NHDP Phase V, and a concessionaire has already been appointed. The Jharkhand stretch is approximately 43 kilometres in length. Prior to the commencement of the 6-laning work, it is necessary to remove the water supply pipelines earlier laid along the flanks of the highway. NHAI is seeking funds from the State Government for the removal of these pipelines, which has been estimated at approximately Rs. 150 crore. National Highways are the property of the Union Government, and the 6-laning project is also a scheme of the Union Government. Utility shifting is always an integral part of such projects. Therefore, as part of the project itself, the shifting of the pipelines should be carried out by NHAI.

National Highways constitute the primary road network of the State. There are a total of 18 National Highways in the State, with an aggregate length of 2,391 kilometres. In the State, certain stretches of National Highways are still single-lane (3 metres) and intermediate-lane (5 metres), with a total length of 233 kilometres. Single-lane or intermediate-lane roads do not conform to the standards and character of National Highways. It would be appropriate to consider a special package of Rs. 1,000 crore for converting these 233 kilometres of

National Highways into double-lane roads. In the year 2013, 558 kilometres, and in the year 2014, 547 kilometres of new National Highways were declared. For these newly declared National Highways, amounting to approximately 1,000 kilometres, it is necessary to consider providing a package of Rs. 2,000 crore for undertaking a comprehensive road improvement programme simultaneously. In the State, 547 kilometres of roads have been taken up under the National Highways Development Programme, and expeditious approval of these projects is expected. The projects include NH-2 Barwa Adda to Aurangabad (150 kilometres, six-lane), NH-32 Rajganj to Chas to West Bengal Border (60 kilometres, four-lane/two-lane), NH-23 Chas to Ramgarh (80 kilometres, four-lane/two-lane), NH-23 Ranchi to Gumla to Birmitrapur (208 kilometres, two-lane), NH-75 Ranchi to Garhwa to Guri Semar stretch (260 kilometres, two-lane), and the Dhanbad Ring Road (43 kilometres).

A special project for the construction of a bridge over the River Ganga at Sahibganj should be commenced. At present, due to the absence of any bridge within 80 kilometres upstream and downstream, people are compelled to travel by boats. Through this bridge, via NH-80, the State will be connected with Bihar and the

North East. NHAI has decided to undertake a feasibility study under the EPC mode. An early decision in this matter is earnestly expected.

State Highways constitute the secondary road network and fall under the jurisdiction of the State Government's Road Construction Department. These roads were inherited from the erstwhile Bihar State in a highly dilapidated condition, with most of them being single-lane and intermediate-lane roads. The road density of the State, excluding National Highways and rural roads, should be 182 kilometres per thousand square kilometres. Against this norm, the present road density of the State is only 86 kilometres. Thus, there is a shortfall of 96 kilometres per thousand square kilometres. In terms of length, this gap amounts to approximately 7,500 kilometres, which needs to be constructed in order to bring the State up to the national average. The State requires a very large financial outlay for road development. Approximately Rs. 20,000 crore is required for the development of roads in the State. There is a need for large-scale works on roads under a well-planned programme. Extensive road construction will have a positive impact on infrastructure as well as on production and growth through increased demand and supply of cement and steel.

For the State, it is essential that the following works are undertaken. Each district should be connected to the State capital, Ranchi, by at least a two-lane road. Every district headquarters should be connected with the neighbouring district headquarters, and all block headquarters should be connected with the respective district headquarters. Roads carrying high traffic volumes should be converted into four-lane roads. All narrow and dilapidated bridges on State Highways and Major District Roads should be reconstructed. All inter-State roads should be widened and strengthened to two-lane standards. Roads of economic importance should be widened and strengthened. All roads in the State capital, Ranchi, should be widened and strengthened. Approximately 3,000 kilometres of identified important rural roads should be transferred to the Road Construction Department for development, and the development of stretches carrying high traffic volumes should be undertaken.

In the first phase, 1,500 kilometres of high-traffic roads, as per the list given below, are required to be developed.

Ranchi-Guri-West Bengal Border Road (SH-01), 61 kilometres; Hatgamharia-Barayburu-Manoharpur-Bano-Kolebira Road (SH-04), 83 kilometres; Jamshedpur-Hata-Chaibasa Road (SH-06), 62 kilometres; Kuru-Lohardaga-Ghaghra Road (SH-08), 71 kilometres;

Dhanbad-Pathardih-Chandankiyari Road (SH-12), 60 kilometres; Koderma-Jamua-Giridih-Tundi-Govindpur Road (SH-13), 156 kilometres; Deoghar-Godda-Mahagama-Pirpainti Road (SH-161), 140 kilometres; Hazaribagh-Simaria-Bagra Road (SH-06), 62 kilometres; Hazaribagh-Simaria-Bagra Road, 30 kilometres; Angara-Rahe-Hahe Road; Silli-Banta-Hajag Road; Bundu-Sonahatu-Jaria Road; Banta-Rahe-Bundu Road; Ronahatu-Milanchowk Road, total 167 kilometres. Major District Roads include Chakradharpur-Sonua-Goelkera-Manoharpur-Jaraykela Road (MDR-173, 190), 101 kilometres; Gumla-Raidih-Chainpur-Mahuatanr Road (MDR-35, 36), 43 kilometres; Hazaribagh-Katkamsandi-Chatra Road (MDR-70), 50 kilometres; Chauparan-Chatra Road (MDR-68), 50 kilometres; Dumri-Nawadih-Berma-Phusro-Jainamore Road (MDR-73, 77), 46 kilometres; Godda-Sunderpahari-Dharagpur Road (MDR-200), 45 kilometres; Jharia-Baliapur-Patlabari-Chirkunda Road (MDR-47, 65), 40 kilometres; Dhulian-Pakur-Rajmahal Road (MDR-212, 213, 240), 37 kilometres; Chhatarpur-Japla Road (MDR-127), 32 kilometres; Garhwa-Shahpur Road (MDR-120), 30 kilometres; Littipara-Pakur Road (MDR-243), 30 kilometres; Sigariya-Tandwa Road (MDR-72), 27 kilometres; Jamua-Kharagdiha-Chatra-Shravan Road (MDR-083), 23 kilometres; Galudih-Narsinghpur Road (MDR-

171), 15 kilometres; and Khunti-Gargahra-Hitutola-Dassam Falls Road (MDR-31), 40 kilometres. These roads together constitute the proposed first-phase development of high-traffic routes.

Special Project

Three flyovers should be constructed in the State capital, Ranchi, and one flyover should be constructed in Dhanbad. The Ranchi–Bokaro–Dhanbad Expressway should be constructed. In order to ensure smooth traffic management in cities, bypasses and ring roads should be constructed in Garhwa, Daltonganj, Gumla, Simdega, Lohardaga, Khunti, Chaibasa, Manoharpur, Giridih, Bokaro, Dhanbad, Deoghar and other towns.

[*]**SHRI ARJUN RAM MEGHWAL (BIKANER):** With regard to the Demands for Grants of the Ministry of Road Transport and Highways, I would like to place the following points and suggestions.

National Highways and road transport can prove to be the lifeline for the development of any country. Road construction should find a prominent place among the priorities of the Government. I have full confidence that the NDA Government under the leadership of Shri Narendra Modi will work decisively for road transport and National Highways. I wish to place a few suggestions in this regard.

Due to jurisdictional conflicts between two departments, the Border Roads Organisation has not been able to achieve its targets over the past ten years. The Border Roads Organisation should be placed under a single administrative Ministry, and a decision in this regard should be taken at the earliest. The disputes that have been observed in recent years between the officers of the Border Roads Organisation and the Army officers need to be resolved expeditiously, so that the Organisation is able to maintain its strength in border areas. A tendency has developed of not paying toll on National Highways. The primary reason for this is the lack of proper accounting by the agencies collecting toll on National and State Highways, and

[*] Speech was laid on the Table.

inadequate monitoring by Government agencies. If this tendency spreads across the country, it could have an adverse impact on projects under the PPP model. Therefore, a system should be put in place to ensure that the toll collection process is transparent, daily accounts are properly maintained, and agencies indulging in illegal toll collection are removed promptly. In this regard, it may also be considered that toll for the entire day is collected at one point and thereafter distributed among the various toll-collecting agencies through the use of Information Technology. This would ensure that vehicle drivers are not required to stop at multiple toll plazas in a single day and pay toll at different points. Similarly, for monthly passes, separate lanes should be provided on National Highways so that pass holders are not required to stand in queues. Toll-collecting agencies and their staff should be provided periodic training so that they do not misbehave with the public.

The number of deaths in road accidents is continuously increasing. Even the compensation payable to those who lose their lives in road accidents is not received in a timely manner. There should also be a scheme to provide compensation to families in which there is no surviving earning member.

[*]**SHRI SUNIL KUMAR SINGH (CHATRA):** Advanced roads and an extensive road network are not only a reflection of a country's prosperity but also a dynamic component of the continuous process of balanced and all-round development. By connecting different parts of the country, they give multidimensional expansion to the direction of development. During the 67 years since Independence, we did not accord priority attention to this sector. It was only during the tenure of the Government led by the revered Shri Atal Bihari Vajpayee Ji that the Golden Quadrilateral and the Pradhan Mantri Gram Sadak Yojana initiated an unforgettable beginning in the field of roads. These schemes had a far-reaching impact on our economy, and the economy received significant strength from the rapid pace of road construction.

Today, when the country is moving forward under the leadership of Hon. Shri Narendra Modi Ji towards becoming a global power, Shri Nitin Gadkari Ji is firmly committed to bringing road transport and highways at par with those of any developed nation. From the perspective of road networks, India ranks second in the world. India has a road network of 3.3 million kilometres, through which 65 Percent of freight is transported and 87 Percent of passenger traffic

[*] Speech was laid on the Table.

takes place. Road traffic is increasing annually at a rate of 7 Percent to 10 Percent, and the number of vehicles is increasing by 12 Percent every year. However, the previous UPA Government did not pay due attention in proportion to this growth. This is clearly evident from comparative figures. In the Budget for 2014–15, an allocation of Rs. 37,881.00 crore has been made, including a provision of Rs. 3,000 crore for the North Eastern region. In contrast, in 2013–14, the actual budget was only Rs. 33,450 crore, whereas a provision of Rs. 39,860 crore had been made in the Budget. This clearly shows that the previous Government was indifferent towards roads. If we compare the figures head-wise, the neglect of roads by the UPA becomes even more evident.

(Rs. Crores)

	Revised	**Budget 2013-14**	**Revised 2013-14**	**Budget 2014-15**
(a)	Maintenance of National Highways	1997.39	1996.32	2100.00
(b)	Capital outlay on National Highways	7485.83	7135.83	6570.56

(c)	Work executed by BRDB	3387.12	2882.76	3226.44
(d)	Grants to States	2267.00	2567.00	2607.02

From these figures, it is evident that the UPA Government did not even spend in accordance with its own budgetary provisions. Provisions were made in the Budget merely to attract applause, but the Government lagged far behind in actual expenditure and achievement.

The National Highways Authority of India (NHAI) has held the UPA Government responsible for the failure in the construction of roads under the National Highways Development Programme. NHAI has issued a 13-page White Paper in this regard. I would urge the Hon. Minister to take appropriate action after examining that White Paper. It is a matter requiring investigation as to who took the decision to construct roads under the BOT (Toll) model despite opposition from NHAI. What was the justification for that decision? How much loss did the country suffer as a result of it? What impact did it have on road users? All these points need to be thoroughly examined.

The UPA Government awarded contracts for 265 National Highway projects under the BOT model during the period 2010–14.

Out of these, work is ongoing in only five projects. The remaining 260 projects are incomplete and work has come to a standstill. At present, road projects worth more than Rs. 83,000 crore are pending. After 2009, during the tenure of the UPA Government, only three projects could be completed, and only 315 kilometres of new roads could be added to the existing highway network.

Several questions also remain unanswered regarding the quality of roads. Roads constructed under the NHDP are deteriorating well before their expected lifespan. Assocham, through one of its studies, has reported that due to poor road conditions, the country's economy is suffering an annual loss of Rs. 30,000 crore.

I would like to urge Hon. Shri Gadkari Ji to bring changes in the toll policy and provide protection to consumers. The Chairman of NHAI, Shri R. P. Singh, had already raised questions regarding toll collection on six-lane National Highways by writing a letter to the Secretary of the Ministry in 2012. The toll policy of the NDA Government of 1997 clearly stated that toll would be collected from the public only after the completion of a highway project. However, the UPA Government amended the toll policy in 2007 and 2010 and granted contractors the right to collect toll even before the commencement of construction of four-lane to six-lane highways.

This meant that contractors acquired the right to collect crores of rupees in toll every day from the public without spending a single rupee. It is absolutely essential that the Hon. Minister order an inquiry into the toll policy of the UPA Government. There are several aspects of this policy that require investigation. This toll scam will prove to be the biggest scam of all.

In place of Public Private Partnership (PPP), the process of highway construction under the EPC model, that is, Engineering, Procurement and Construction, is better and free from corruption. The decision of the present Government to undertake road construction in the North Eastern States, as well as in Himachal Pradesh, Uttarakhand and Jammu and Kashmir, is in the national interest from a strategic point of view. Special attention should also be paid to States affected by Maoism. Hon. Minister Sir, I congratulate you on your resolve wherein you have stated that the target of constructing 30 kilometres of roads per day will be achieved within two years, whereas at present only about three kilometres of roads are being constructed per day.

I would like to thank the Hon. Minister for providing, in the Demands for Grants, not only for upgrading roads under the National Highways Development Programme but also for making a special provision for developing road connectivity in areas affected by

Naxalism. I also express my gratitude for keeping the interests of Jharkhand in mind by making provisions for the development of the Vijayawada–Ranchi road. I congratulate you for identifying 450 locations on highways to prevent accidents and for initiating work at those locations.

Hon. Minister Sir, I would like to draw your attention towards my Lok Sabha constituency, Chatra. The Chatra Parliamentary Constituency is among the regions most affected by left-wing extremism. Despite having abundant mineral wealth, natural resources and human resources, poverty prevails here. This region has remained backward and neglected. I request you to kindly pay special attention to this area. NH-99, which passes through Chandwa, Balumath, Chatra and Hunterganj and meets the Golden Quadrilateral, NH-2, at Domi, has a length of 156 kilometres. The condition of this road between Chatra, Jori, Hunterganj and Domi is extremely poor. The villagers had staged a road blockade at Jori demanding upgradation of this road. An understanding was reached among the district administration, the National Highways administration and the local citizens that work on the said road would commence in July. However, till date, the construction work on the road remains stalled. NH-99 serves as an important link connecting

Jharkhand with Bihar, Madhya Pradesh, Chhattisgarh and Uttar Pradesh. I would like to request that immediate attention be given to NH-99.

NH-75 runs from the Uttar Pradesh border through Nagar Untari, Garhwa, Daltonganj, Latehar, Chandwa, Kukhmandar and Ranchi. The work of its upgradation and augmentation has been ongoing for several years. I would like to request that the work on NH-75 be completed expeditiously within a fixed time frame. At the same time, the reasons for the delay in the construction of this road should be investigated and those found responsible should be penalised.

Hon. Minister, Sir, due to the absence of an adequate road network, the Chatra region has also become an area affected by left-wing extremism. It is extremely necessary to expand the road network here. I would like to urge you to kindly upgrade and four-lane the Ranchi–Thakurgaon–Chiraiya–Piparwar–Tandwa–Simaria–Chatra-Hunterganj–Domi (Bihar) route. The above-mentioned route is not only the shortest link connecting the capital of Jharkhand, Ranchi, with the Golden Quadrilateral, but is also an international road. Moreover, it passes through areas affected by left-wing extremism and will also serve as a catalyst for accelerating economic activities. I request that the proposed road be considered sympathetically.

I also request that the Latehar–Garu–Mahuadanr–Kusmi road be declared as a National Highway. This international road connects Jharkhand with Chhattisgarh. NH-100 is the main road providing access to the Chatra headquarters. I would like to request that its upgradation and augmentation be taken up on a priority basis.

[*]**KUMARI SUSHMITA DEV (SILCHAR): I** hope this mandate brings with it the end of the geographical isolation of the North East region. The UPA gave special emphasis on linking the north-east.

My own constituency Silchar, Cachar which is in the Southern most part of Assam is separated from the State's own Capital - Dispur. We are forced to drive through the State of Meghalaya *via* NH-6.

NH-6 is in a deplorable state. NHAI has not been able to maintain and repair that road and therefore people from the 3 districts of Barak Valley Cachar, Kalimganj and Hailakandi need about 14 to 20 hours to reach Guwahati.

With the mega block coming up on the Silchar-Lumding route, NH-6 is the only life line *via* NH-44.

The delay in the completion of the East West corridor to Silchar is a great concern.

I hope that the problem of connectivity in the region of Barak Valley, Assam and other parts of North-East which is under the control of the Government of India will get special attention and expect that it will be completed as early as possible.

---

[*] Speech was laid on the Table.

[*]**SHRI D.K. SURESH (BANGALORE RURAL):** I thank my leader Madam Sonia Gandhi and Shri Rahul Gandhi for giving an opportunity to come to this August House.

Today I would like to speak about the Demand for Ministry of Road Transport and Highways. The Economic Status of India will only improve when the main focus is in the improvement of: Education; Health; Infrastructure; Agriculture & Irrigation; and Rural Development

Infrastructure is one of the key elements for the indicator of the Health of a country. Road Transport and Highways is of utmost importance for the growth of this country. In today's modern day where commuting is very important, Road Transportation and Highways become our bloodline.

Road plays a very important role for the Economic and Social Development of the people. The transportation of passengers and goods are mainly dependent on the Road Network. Road network is vital for sustained and inclusive growth of the economy. It facilitates the communication by minimizing total transportation cost in terms of economics of production, distribution and consumption. The role of

[*] Speech was laid on the Table.

road transport among the different modes of transport is dominant because of its last mile connectivity or feeder service.

Connecting the important destination like the Tourist place, Industrial Area, Market Yard, Hospitals, Agricultural field will enhance the overall development. Improved Road Network means achieving higher agricultural and Industrial Production. It is very imperative that good road work will help in uplifting of rural population mainly those who are below the poverty lines. The traffic intensity of the State is growing in leaps and bounds and as of now the Road Network available is over loaded with heavy commercial vehicles which in turn is resulting in the damage of roads. The cost of materials have also gone up as such the budgetary allocation of the States is not sufficient to meet infrastructure development as required.

Total Length of National Highways = 92,851.06 Kms. State Highways, Rural Roads, MDR and Other Roads make up our total road network. India has the second largest road network in the world (3.83 million Kms) Of the total length of National Highways, 27% is single lane or intermediate lane, 59% is double lane standard. Only 14% is Four/Six or Eight Lane.

Indian Road Network carries nearly 65% of freight and 85% of passenger traffic. Despite our vast road network, the average speed is

Only 30-40 Kms/hour. Our average speed is 3 times lower than the average speed in developed countries. The Global Average is 60-80 kms/hour. Our Trucks cover a distance of about 200 kms/day. Global average is 400 kms/day.

Total Demand for Grants 2014-2015 is 37,881 Crores. Revised Budget in UPA 2013-2014 was 33,449.1 Crores. For Maintenance of National Highways it is only 2100 Crores. Capital outlay on National Highways only 6750 Croes. National Highway total length has increased from 58112 kms at the end of Ninth Plan to 92,851.06 at present. Number of vehicles increased from 58,924 in 2002 to 1,59,491 in 2012. Population/Density/KM has increased. Therefore Funds not adequate for today's requirements.

Only Rs. 150 Crore is allocated for Road Transporation. UPA had allotted 200 Crore in the last budget. Public Transportation System is important to decongest Road Traffic. Please allocate at least 400 Crore in your budget

Allocate Rs.50 Crore for the Safety of Women on Public Roads. UPA had initiated this scheme and you have merely continued the same. More funds should be allocated for the safety of Women on Public Roads. Rs.50 Crores over 30 states does not amount to anything significant for the safety of women. Safety of women in Bus

Terminals and other public places is important. Provide Women constables in public places. I urge you to increase the Nirbhaya amount to 200 Crores.

Central Road Funds (CRF); Grants to States is 2607.06 Crores only (For 30 states this amount to only about 86 Crores/State.) Grants to States for Inter State and economically important Roads is 292.63 Crores.

Announced Inter State Industrial Corridors are Banglore-Chennai Corridor, Bombay-Bangalore Corridor.

Economically Important Roads are : Electronic City, Banglore, India.

Port to Port connectivity: Mangalore-Bangalore-Chennai.

Total budget for rural roads in 2014-15 is Rs. 14,391 Crore (Out of which Rs. 1089 Crore for North Region) Rural Roads are critical for the development of our country. Connecting Rural Roads to Urban Cities with good roads is vital to improve the economic condition of the Rural people. Farmers can bring their produce to the market on-time and can expect better prices for their produce. Building this Rural-Urban bridge will help in Rural improvement. The current

urbanization trend will also reverse if good infrastructure is provided to the Rural sector.

You came to power with the promise of providing better facilities. Her is your chance to do so. Allocate more funds for Rural Funds under the PMGSY shceme.

Frequency of Accidents in India is highest in the world. Nearly 1,35,000 accident related to deaths occur in India yearly. Many go unreported. World Health Organization (WHO) has identified the major causes for accidents as driving over the Speed Limit; driving under the Influence (Drunk Driving); not using Helmets or Seat Belts; failure to maintain Lane or yield to oncoming traffic.

78.7% of the cause for Road accidents in India is due to "Drivers Fault". Education and Training of New Drivers becomes very important to prevent Accidents. It is important to amends the Motor Vehicle Act and Central Motor Vehicle Legislation.

The budget fails to address Road Safety and to allocate separate funds. Special budget for Trauma care centres and paramedical facilities should have been announced. The budget lacks vision.

The NDA came to power because people were led to believe that prices would come down. Road tolls on almost all new roads is putting

extra burden on the Common Man. Bangalore-Chennai National Highway Toll Costs are : Rs. 300 each way for one 4 wheel vehicle; Rs. 4000 each way for Bus carrying 40 people. The burden of Rs. 100/person in every bus is borne by the passenger. The recently introduced toll from the City to the Bangalore Airport is a high as Rs. 120 for just 30 kms. Why is this so expensive?

The formula used to calculate Tolls needs revision. The common man should not be burdened. Nitin Gadkari Ji recently said that 1,80,000 Kms of roads, 199 projects, were stuck due to various reasons like : land acquision; and environmental and forests. Changes to Land Acquisition Act will cause farmer unrest. Keep Farmer in mind and not Corporates.

Whether it is PPP mode or EPC mode of Construction, the fact of the matter is that road is to be built. Under PPP, the Private Sector funds the Projects. Under EPC the Government has to fund the Project. Where is the Funds under your Budget?

Tackling Environment and forest issues and land acquisition bottlenecks is what will help solve issues and not the mode of construction. Blaming the previous Government for all problems is not the answer. Find solutions to meet the expectations you have created among the people.

Bharat Stage-IV Emission Norms has been introduced in 2005. Next Generation Emission Norms have to be introduced on par with European Countries. CNG and LPG for Public Transport should be introduced all over the Country. With the help of the UPA Government Former Delhi CM Smt. Sheila Dixit introduced CNG for all Public Transport and transformed the city of Delhi by cleaning up the environment.

The Road Transport and Highways should coordinate with the Central Pollution Control under the Ministry of Environment and Forests to set standards and timeline for implementation.

Many projects in Karnataka are pending. NH 209 - Bangalore-Kanakpur-Mysore. Recently the Bangalore-Mysore State Highways has been included under National Highways. This corridor is very significant. Providing International Standard Highways on this highway will play a very important role in the growth and prosperity of this region.

The State Government has sent a proposal to the Central Government to convert 29 State Highways to National Highways totalling nearly 4800 Kms of road length. There is no mention in the budget regarding the requirements of Karnataka.

This is to inform that, buses have become an AAM ADMI transport system, running point to point circular services. The State Government has different measuring scale for the taxes of these buses which is very exorbitant. (The Transport Development Council has recommended for the uniform taxes in the month of Feb'2014.) There is already a move taken in the earlier government to bring uniform taxes and regularize the operation with some permits and conditions changes. I request hereby that the Ministry of Road Transport & Highways that the Transport Department enforce this as early as possible.

I would like to point out that during 2012, levy of services taxes on contract buses was removed on the basis of discrimination wherein Government/State Transport Unit were exempted. I am surprised to know in this budget the levy has once again been enforced on these categories of buses. The above taxes will not give a fair opportunity to the private sectors and will be deprived of level playing field and only increase cost to the passengers.

Mangalore to Bombay Private Transport : Toll Per Trip: Rs. 7935 (For 1000 Kms). 15 Trips per month the costs Rs. 1,11,525. **Total Toll for 3 Months for a 35 Seater Bus = Rs. 3,34,575**

Karnataka Road Tax/Quarter = Rs. 1,11,000 Maharashtra Road Tax/Quarter = Rs. 60,000. **Total Road Tax for 2 states =Rs. 1,71,000**

The Tolls are far more than the road tax. The cost of toll collected falls on the passenger eventually. This is an anomaly that needs to be corrected.

I want to conclude by saying that this budget lacks vision and a long term plan. It falls short of people's expectations and does not measure up to the aspirations of million of people who voted you to power. The budget has forgotten about the people.

I want to end by quoting our beloved leader Shri. Raji Gandhi Ji. " Development is not about factories, dams, and roads. Development is about people.

The goal is material, cultural, and spiritual fulfillment for the people. The human factor is of supreme value in development."

[*]**SHRI HARINARAYAN RAJBHAR (GHOSI):** National Highway 29, which passes through my Parliamentary Constituency and runs from Kashi (Varanasi) via the Buddhist site of Sarnath, Ghazipur and Mau to Gorakhpur, has been completely damaged on the stretch from Badhua Godown in Mau district up to the Ghaghara river bridge at Dohrighat. On this National Highway, potholes of two to three feet depth have developed, due to which hundreds of vehicles, including buses and trucks, get stuck or break down every day. As a result, road accidents occur frequently and traffic movement remains continuously disrupted. This road is extremely beneficial from the point of view of tourism. Through this route, lakhs of international tourists travel to the renowned Kashi Vishwanath temple, the Buddhist site at Sarnath, the Gorakhnath temple, and the Buddhist pilgrimage centres of Kushinagar and Lumbini.

With the widening and reconstruction of this stretch of NH-29, traffic movement will improve and tourism will also receive a significant boost. Further, the Shaheed Marg from Mau district via Adari and Majhwara up to Katghara Mod has been completely damaged. I would like to request that this road also be declared a

[*] Speech was laid on the Table.

National Highway and that construction work be undertaken accordingly.

[*]**SHRI ASHOK MAHADEORAO NETE (GADCHIROLI-CHIMUR):** I would like to draw the attention of the Hon. Minister Sir towards my Parliamentary Constituency of Gadchiroli district in Maharashtra, which is among the most backward districts of the country. It is predominantly tribal, lacks industrial development, and is affected by Naxalism. In every respect, Gadchiroli district remains far removed from development. Connectivity in the district has progressed at a very slow pace. When Hon. Shri Nitin Gadkari Ji himself was the Public Works Minister in the Maharashtra Government, he had sanctioned substantial funds for road connectivity in the district and had accelerated the pace of development. However, 15 to 20 years have passed since then, and the roads have once again deteriorated badly. The National Highway No. 16, which was approved by Hon. Shri Nitin Gadkari Ji, still remains incomplete.

I would like to request the Hon. Minister Sir to kindly give due attention to the construction of the roads and bridges mentioned below in my backward, tribal-dominated and Naxal-affected Parliamentary Constituency, so as to ensure the development of my constituency. This is my earnest submission.

---

[*] Speech was laid on the Table.

Nagpur–Nagbhid–Bramhapuri–Armori–Gadchiroli-Chamorshi–Ashti–Allapalli–Sironcha State Highway may kindly be connected to National Highway 16 and converted into a highway leading towards Jagdalpur and Andhra Pradesh.

I also request that the Gondia–Amgaon–Deori–Korchi–Kurkheda–Wadsa–Armori–Gadchiroli State Highway be converted into a National Highway.

Further, I would like to request that the Gadchiroli–Mul–Chandrapur and the Gadchiroli–Dhanora–Raipur–Rajnandgaon (Chhattisgarh) State Highways be converted into National Highways.

I also request that the Nagpur–Umred–Bhisi–Chimur–Anandwan–Warora–Chandrapur State Highway be converted into a National Highway and widened to four lanes.

Hon. Minister, Sir, I would like to request you to give due consideration to the above-mentioned four routes and do justice to my Parliamentary Constituency of Gadchiroli–Chimur.

[English]

*__DR A. SAMPATH (ATTINGAL):__ I would like oppose the Demands for Grants of the Ministry of Road Transport and Highways because the Budget objective is privatization of the roads which are the veins of the nation. Instead of more public investment for the construction of Highways and other roads, the GOI is simply aiming for the PPP mode.

The right to travel is a fundamental right but the privatization of the public roads and modes of transport will definitely result infringement of this fundamental right. Quite recently big construction corporates have entered into the field of road building under the BOT. While we plan for new NHs and the widening of the existing NHs, the interest and the feelings of the people living nearby should also be taken into account.

Without going into the statistics I may point out certain suggestions of the people. The States like Kerala which have high density of population face the problem of acquisition of land. The forest area is another problem. Four lane Highways can be constructed at 30 to 35 meters width. Insisting on 45 meters for all NHs as uniform

* Speech was laid on the Table.

criteria for all states will be detrimental for the development of smaller states. The BOT for 30 years has become a pasture for the large construction companies. The collection of tolls has become a method of highway robbery. Government grants easy finance, tax concessions, FDI, import duty exemptions for the equipments and machinery, increasing the toll rates every year, etc. have all made the national highways an easy way to mint money. Corruption starts from the stage of planning; hence I need not say about land acquisition. The land owners who get compensation are forced to pay income tax and other levies from the meager amount.

The number of vehicles is increasing year by year. In Kerala alone, around 7.5 million registered vehicles are on record and an annual increase of more than 10%. The vehicle tax, cess on fuel and other surcharges are hiked regularly by Central as well as States Governments. But many of our NHs are unsafe, uncomfortable, unscientific and even death traps. Why these roads are not of world standards? Why they are not repaired regularly? The proposed amendment to the Motor Vehicles Act for limiting the insurance amount as compensation is also to be read between the lines. It all shows the anti-people attitude of the Government.

I may urge upon the Government to take immediate steps for the widening of the present NH 47 of Kerala in Thiruvananthapuram district by utilizing the vacant land on both sides of the road which was acquired before 1980s. There is no meaning in still insisting for more land under the guise of changes in alignment. Attingal Bye-pass starting from Manamboor in the north ending at Mamom in the south towards the western side of the existing NH 47 is an urgent need to reduce the traffic congestion experienced by the Capital district of Kerala.

The Kottoor-Ambasamudram road still remains to be a dream for the people of two States viz. Kerala and Tamilnadu. Since the time of the Fourth Lok Sabha, then MPs K. Anirudhan and Nanchil Manoharan, etc. have initiated for this inter-state highway. My predecessors like Smt. Suseela Gopalan and Varkala Radhakrishnan have also raised this issue so many times. If this highway comes in to being this will be one of the best road connectivity between the Vizhinjam port and the Tutucorin port.

The Inland Water Transport has to be developed to reduce the road traffic congestion. This is the best way for the transportation of hazardous materials as well as over sized cargo. It is pity that we are consistently neglecting the role of the Inland Waterways. The West

Coast Canal spans a total length of 560 Kms starting from Kovalam to Hosdurg. Out of this Kollam to Kottappuram (Thrissur) along with Chambakara and Udyogmendal canals for 205 Km have been declared as national waterways NO.3 during 1993 and IWAI is doing development activities and maintenance works of the waterway. The waterway is having sea links at four places viz. Munambam, Kochi, Kayamkulam and Neendakara. Full swing usage of waterway has not been materalized due obstacles like narrow sections between Kollam and Alappuzha, existing bridges with less navigation clearances and locks. The total cargo moved through NW-3 in 2011-12 alone is 13.44 L-tonnes. The other major water based commercial actitvity is tourism, especially houseboat cruise and some amount of water sports, which need to be encouraged by the Government. The houseboats are mainly 5-10 capacity freight barges, now converted into vessels for carrying tourists. The extension of National Waterway NO.3 is my other demand.

The Union Shipping Ministry has agreed in principle to extend National Waterway No.3 during 2011 from Kottappuram to Neeleswaram at one end and from Kollam to Kovalam at the other end. However no progress has been noticed in execution of development of waterways in these sector. Development of Vizhinjam

port near Thiruvananthapuram and possibility of extending the West Coast Canal to the Kolachal port in Tamil Nadu, further adds to the traffic potential of the waterways.

While we discuss this matter, the whole area of surface transport should be put into one agenda. The Road-Rail-River connectivity is an important factor in the development of a Nation. I request the Hon'ble Minister to be kind enough to show paradigm shift in the approach.

[*]**SHRI C.R. CHAUDHARY (NAGAUR) :** First of all I would like to congraulate and thanks the Hon'ble Finance Minister Shri Arun Jaitley ji and Road Transport and National Highway Minister Shri Nitin Gadkari ji for keeping handsome proposals for National Highways.

Highways are the lifeline of the country. We are always indebted to the former Prime Minister Shri Atal Bihari Vajpayee ji for fulfilling the dream of "Golden Quadrilateral Highways" which connects the most important Metropolitan cities of the country. Simultaneously the NDA Government in its previous regime introduced the "Pradhan Mantri Sardak Yojana" for rural areas to connect the Panchayat headquarters and big villages of this country.

The provision of Rs.37880 crore has been kept to develop the roads N.H. etc. in the nation. Government has kept Rs.923 crore for my State Rajasthan for which we are thankful to Hon'ble Finance Minister. I would urge the Hon'ble Minister to release the allotted money soon.

At this occasion, I would like to put up some suggestions for development of roads .Jaipur is the core headquarters of Indian Army

[*] Speech was laid on the Table.

and to reach the Border from Jaipur through the shortest route is must. I would like to suggest that the four lane road should be from Jaipur, Jobner, Nawan, Kuchaman, Khatu, Nagaur, Phalodi, Pokhran and Jaisalmer. The road is already there only widening and strengthening is required. I hope the Hon'ble Road Transport Minister will take care of it. It will be very important road for Military purposes also.

Existing National Highway from Ajmer Amritsar via Merta, Nagaur, Bikaner, Shri Ganganagar is to be strengthened and widened. Four lane is required. It connects MP and Gujarat with Northern Rajasthan, Punjab and Haryana.

The "Prime Minister Sadak Yojana" should be for the small villages having population of 150. The topography and climate conditions of Rajasthan are difficult, so the lowering down of existing limit is must for PMSY.

There is an acute need of ROB at the railway crossings at Ren and Nagaur on Ajmer-Bikaner Road. Similarly, ROB is needed at Laqdnu and Didwane on Mega Highways which is known as Kishangad-Pathankot Mega Highways.

My humble submission is that the slip lane should be constructed near settlements at all the National Highways. Road under

bridges/over bridges should be kept in mind while sanctioning the new National Highways.

In the last, I thank the Finance Minister and Minister for Transport and National Highways for giving the public oriented and populous provisions for Roads and Transport in the Budget.

[*]**SHRIMATI DARSHANA VIKRAM JARDOSH (SURAT):** Today, discussion is taking place on road transport in the present Budget. The Golden Quadrilateral road project, which was launched during the tenure of NDA-I under the leadership of Hon. Atal Ji, brought about a revolution in the country. After the Congress came to power, the name of that scheme was changed, perhaps because they feared that whenever India's development would be discussed in the future, Hon. Atal Ji would be remembered.

Roads are the very backbone of development. In 1950–51, only about 13.8 percent of goods were transported by road, whereas today this figure has increased to nearly 65 to 70 percent. I congratulate the Hon. Minister of Finance for allocating Rs. 37,800 crore for National and State Highways, including a provision of Rs. 3,000 crore for the North Eastern region. A target of constructing 85,000 kilometres of roads has been set. Our Hon. Shri Nitin Gadkari Ji has stated that the objective is to construct at least 30 kilometres of roads every day. If we observe the situation along the China border, China's road network extends right up to its borders, whereas our road network does not fully reach our border areas, which results in several difficulties. The allocation of Rs. 3,000 crore for the North Eastern region will help in

[*] Speech was laid on the Table.

addressing these challenges, for which the Hon. Finance Minister deserves appreciation.

With regard to road safety, we are still lagging behind. A large number of young people in our country are losing their lives in road accidents. When accidents are analysed, three factors are of paramount importance: good roads, properly maintained vehicles, and fully trained drivers. I request the Government to give serious consideration to these aspects, because enhanced awareness directly leads to improved safety. Even simple measures, such as maintaining correct tyre pressure in vehicles, can significantly reduce accidents. For this, trained drivers are essential, and focused efforts are required in this direction. I would also urge that awareness must be created among parents whose children drive vehicles despite being underage or without licences, and that the law must be enforced strictly. I request the Government to promote innovation and research in this field so that road safety can be ensured more effectively in the future. Connecting all villages to cities and cities to highways should be our national objective, and I am confident that the present Government is moving forward with this vision. I further request that regular audits of road safety and road quality be conducted so that policies can be appropriately refined from time to time. If possible, road safety should

be made a part of formal education. I would also urge that dedicated space be provided alongside highways for smaller vehicles, so that highway traffic is not disrupted and road accidents are reduced.

In conclusion, I would like to urge the present Government to expedite action in resolving all those cases where, despite the completion of roads, approval from the Ministry of Railways of the Union Government for crossing railway lines was not granted by the previous Government. Swift action in this direction will ensure that the roads which have already been constructed can finally be put to use for the benefit of the country.

[*]**SHRI BHAIRON PRASAD MISHRA (BANDA):** The Budget presented for the Road Transport and Highways Department for this financial year is highly commendable. Through you, I would like to place certain suggestions before the Government. The Government should also pay due attention to State Highways. While the condition of National Highways is comparatively better, the condition of roads in the States is extremely poor. In my Parliamentary Constituency, the major State roads such as Banda to Babeth to Kamasin Ranapur, Banda–Visanda Road, Nataini–Kawimber Road, Baveru–Marka Road, and Kamasin–Manki Road are in a very bad condition. Although crores of rupees have been spent in the name of repair and construction, the situation remains unchanged. The condition of roads under the Pradhan Mantri Gram Sadak Yojana is also similar. Through you, I request the Government that such important State roads, including those in my Parliamentary Constituency, should be taken up as National Highways, their construction should be undertaken accordingly, and their maintenance should be carried out under the supervision of the Union Government through the Central Budget. Further, in order to connect Chitrakoot with Ayodhya, the

[*] Speech was laid on the Table.

road linking the Lucknow–Allahabad National Highway via Rajapur, Kanpur and Allahabad should be declared a National Highway.

[*]**SHRI DEVAJI M. PATEL (JALORE):** Today, our country ranks second in the world, after the United States of America, in terms of the road transport system. Within this, National Highways and Expressways are extremely important from both economic and regional integration perspectives. Therefore, it is natural to expect that the forthcoming policies of our Government will take significant steps towards their development. To understand this, certain points need to be considered. The first point relates to expenditure on road development. According to a report issued by the Ministry of Road Transport, annual expenditure on road development amounts to approximately Rs. 25,000 crore. If we look at the last three Five Year Plans, we find that total investment in road development has remained stable at around 16 percent. In the Tenth Five Year Plan (2002–07), this investment was 16.6 percent, in the Eleventh Plan it was 15.3 percent, and in the Twelfth Plan it stood at 16 percent. Even within this, the proportion of Government investment has continuously declined. In the 10th Plan, Government investment was 95 percent, which came down to 66 percent in the 11th Plan and further declined to 60 percent in the 12th Plan. Meanwhile, private sector participation continued to increase. Private sector participation was highest during

[*] Speech was laid on the Table.

the first five years of the UPA Government, that is, between 2004 and 2009. In 2004–05, only 0.29 percent of GDP was allocated for road transport, whereas in the Budget of the preceding Government, this allocation was 0.33 percent. In the Budget for 2012–13, a provision of approximately Rs. 31,672 crore was made for the road transport system, which amounted to about 0.56 Percent of GDP. From 2004 up to the last Budget, Government investment remained only up to half a percent of GDP. So far, our Government has taken loans amounting to 1,965 million dollars from the World Bank and 1,605 million dollars from the Asian Development Bank for this sector. However, out of the targeted 55,000 kilometres, only 19,000 kilometres of road construction has been completed so far. Apart from the National Highways Development Programme, in the year 2000, the then Prime Minister, Shri Atal Bihari Vajpayee Ji, launched the Pradhan Mantri Gram Sadak Yojana, the objective of which was to develop roads in rural areas and connect them with National Highways. Thereafter, in the year 2004, the UPA Government launched the Pradhan Mantri Bharat Jodo Project for converting 14,000 kilometres of roads into four-lane and six-lane roads and for constructing an additional 10,000 kilometres of roads. This project, with an estimated cost of Rs. 40,000 crore, was initiated under the PPP

framework on the BOT (Build, Operate, Transfer) model. Under the Twelfth Five Year Plan, the Government assured an expenditure of Rs. 1,42,000 crore for road transport, which was to be spent mainly on connecting highways and converting them into four-lane and six-lane roads. However, the condition of roads has not been satisfactory. Even today, 25 percent of villages in the country do not have any paved roads. Connecting them to highways is a far distant goal. Out of approximately 20 lakh kilometres of roads, nearly 10 lakh kilometres are in a dilapidated condition, despite the fact that, according to the National Highways Authority, the Government spends Rs. 25,000 crore every year on road development. The second point relates to the model of participation of the Government and the private sector in transport construction, namely the PPP model. Over the past ten years, greater investment in transport has taken place under the PPP model. While private investment was only 5 percent during the Tenth Five Year Plan, it increased to as much as 34 percent during the Eleventh Plan. During this period, the role of the Planning Commission was quite significant. As a result, during these ten years of the UPA Government, the BOT model under the PPP framework was fully implemented and several projects were handed over to the private sector. However, from an evaluative perspective, the outcome

has not been very satisfactory. Due to financial irregularities, several institutional difficulties, including issues related to land acquisition, and the non-realisation of anticipated returns, private entities began withdrawing from these projects. Consequently, the burden of construction once again fell upon the Government. At present, the estimated expenditure of the Government on these projects is approximately Rs. 40,000 crore. Therefore, under the present circumstances, the PPP model is not practically viable for awarding project contracts, and schemes will be undertaken on the EPC, that is, Engineering, Procurement and Construction, basis.

Road accidents in the country disproportionately affect young people. As much as 40 percent of the victims of road accidents are below the age of 24 years. According to a report released by the Centre for Science and Environment (CSE), this figure excludes motor vehicle drivers. A national survey on road accident risk has further revealed that 53 percent of those injured or killed in road accidents fall within the age group of 25 to 62 years. The report also states that in the year 2012, 5,879 children in the age group of 0 to 14 years were victims of road accidents, while 26,709 persons in the age group of 15 to 24 years were similarly affected. At the global level, India alone accounts for 11 percent of all deaths caused by road accidents

worldwide. Our Government is firmly committed to preventing such accidents by establishing trauma centres along highways. Out of the 332 projects of NHAI, 189 projects are currently stuck in disputes. The present Government proposes to commence stalled road projects worth Rs. 1.8 lakh crore, which were left pending by the previous Government, within a period of one month. Further, on the suggestion of Hon. Prime Minister Shri Narendra Modi Ji, a plan has been envisaged to uproot large trees along highways with the help of machines, along with their roots, and replant them elsewhere. Under the leadership of Hon. Minister Shri Nitin Gadkari Ji, our Government has set a target of achieving road construction at the rate of 30 kilometres per day within two years, whereas at present it is difficult to construct even three kilometres of roads per day.

[*]**SHRI JAGDAMBIKA PAL (DOMARIYAGANJ):** I support the Demands for Grants for the year 2014–2015 presented by the Hon. Minister for Road Transport and Highways. Under the transport and highways sector, India possesses the second largest road network in the world. At present, our country has a road network of 3.3 million kilometres. In India, 60 percent of total freight transport and 85 Percent of overall traffic movement takes place through roads. The primary responsibility of the Union Government is the development and maintenance of National Highways. Despite this, through the Border Roads Organisation and the National Highways Authority under the National Highways Development Programme, an outlay 49 Percent higher than the previous year has been determined for road development. This year, a budgetary provision of Rs. 17,002 crore has been made for the Central Road Fund (CRF), which is 36 Percent higher than the allocation of the previous year. However, in the previous year, 2013–2014, the performance under the NHDP and NHAI was far below the targets. During 2013–2014, NHAI was able to utilise only 48 percent of its approved outlay. Over the past years, National Highways have provided the principal means of transport

[*] Speech was laid on the Table.

and travel for both goods and passengers across the country, from Kanyakumari to Kashmir.

In recent years, the pace of road construction slowed considerably mainly due to delays in obtaining forest and environmental clearances for new roads. As a result, the cost of road construction increased substantially, leading in many cases to the stalling of tendered works, as road construction requires significant financial resources. In recent times, banks in the country also stopped extending loans for road construction. Consequently, while a large number of roads were earlier constructed under the PPP and BOT models by the Ministry of the Union Government, private participation under these models has now come to a halt. As a result, against the target of constructing ten kilometres of roads per day fixed by the previous Government, only about three kilometres per day were being constructed. For the current year, an outlay of Rs. 37,880 crore has been provided for the National Highways Authority of India. Similarly, an outlay of Rs. 3,000 crore has been earmarked for the North Eastern States. The Union Government has once again accorded priority to the construction of National Highways and roads in the country. For the year 2014–2015, the Ministry of Road Transport and Highways has set a target of constructing 8,500

kilometres of National Highways during the current financial year. In the same manner, certain routes will be identified for industrial corridors, for which the National Highways Authority of India has earmarked an outlay of Rs. 500 crore. Therefore, for the construction of roads and bridges in the country, an increase of 20 Percent in outlay has been provided. In Plan expenditure as well, there has been an increase of 13 Percent for roads and bridges compared to the previous year. This is because even today, roads constitute the lifeline of the people of India, as the majority of people still travel from one place to another using public transport buses. Accordingly, an increase of 39 Percent in the outlay for the National Highways Authority of India has been provided.

For ensuring the safety of women on National Highways in the country, an amount of Rs. 50 crore has been provided from the Nirbhaya Fund during this year, and necessary action will be taken accordingly. Since 1998, the Ministry, through the National Highways Authority of India, has been undertaking the construction and maintenance of National Highways in accordance with international standards. Under this framework, four-laning of 5,846 kilometres under the Golden Quadrilateral is being carried out. Similarly, under the North–South and East–West Corridor (NSEW), 7,142 kilometres

of four-lane roads are under construction, and under NHDP Phase III, 12,109 kilometres of four-lane roads are being developed. In the year 2014–2015, an additional 49 percent outlay has been provided under the NHDP. The Central Road Fund, through cess collected under the Act of 2000, is also playing an important role in the construction of significant roads in the States. I would like to draw the attention of the Hon. Minister to certain important routes in Uttar Pradesh. Most importantly, Siddharthnagar in Uttar Pradesh, which is the birthplace of Gautam Buddha and is situated along the Nepal border. The Ministry of Road Transport and Highways had announced National Highway 233-A from the India–Nepal border via Kakrahwa, Wardpur, Siddharthnagar, Bansi, Rughli, Basti and up to Varanasi. However, despite this announcement having been made several years ago, work has not commenced so far. On the other hand, large potholes have developed on this road, and due to the absence of repairs by the State Government, the public is facing severe hardship. Although this road was approved under the EPC scheme and tenders have been issued several times, the tenders have been cancelled twice after being finalised. NH-233A has again been tendered under the EPC mode. I expect that priority will be accorded to the construction of this important road connecting Kapilavastu, the birthplace of

Gautam Buddha, with the holy city of Varanasi, the city of Baba Vishwanath. Similarly, the route passing through Kushinagar, Maharajganj, Siddharthnagar, Nautanwa, Batni and up to Balrampur has also been declared a National Highway, but no work has commenced for the past two years. Even repair work has not been taken up. Hon. Minister Sir has taken a resolve to construct roads at the rate of 30 kilometres per day. I shall be grateful if the Hon. Minister takes steps to provide a higher outlay for National Highways.

With these words, I support the Demands for Grants for the year 2014-2015 for the most vital sector of the country, namely roads and National Highways, which constitute the lifeline of public life. I am confident that the year 2014–2015 will prove to be a milestone for India in the field of road development.

[*]**SHRI JUGAL KISHORE (JAMMU):** First of all, I would like to say that today this Department is in the hands of a Minister like Shri Nitin Gadkari Ji, who created history by constructing roads and flyovers while serving as a Minister in Maharashtra. This is a Department which connects people with one another. Especially since the time when, under the NDA Government, Hon. Atal Bihari Vajpayee Ji initiated work on National Highways and launched the Pradhan Mantri Gram Sadak Yojana, a renewed sense of hope has once again emerged among the people.

Since due attention was not given to these schemes during the tenure of the UPA Government, many of these routes have come to a standstill. One can look at the condition of National Highways themselves. What is the state of the highway from Delhi to Ambala, Ludhiana to Jalandhar, and further up to Jammu?

Similarly, in Jammu and Kashmir, the roads that were started under the Pradhan Mantri Gram Sadak Yojana have still not been completed even after ten years. I would like to request that special attention be paid towards Jammu and Kashmir.

---

[*] Speech was laid on the Table.

I would like to submit to the Hon. Minister that there is an urgent need to widen the Jammu–Akhnoor–Rajouri–Poonch National Highway. At present it is a two-lane road, and work to convert it into a four-lane highway should be commenced at the earliest. This National Highway connects the three districts of Jammu, Rajouri and Poonch, which lie along the Pakistan border, and from the point of view of national security as well, it is extremely important.

There are also certain roads in the Jammu Lok Sabha constituency whose condition is very poor. I therefore request that adequate funds be provided for their improvement.

Funds should be provided for the roads from Mansar Mod to Battal Mod, Samba to Goran Dabi, and Sunderbani to Seri, Jangad and Siyot up to Kalakote, so that facilities can be extended to thousands of people. I would like to request that funds be made available under the CRF (Central Road Fund). I would also like to request the Hon. Minister that since the work on the National Highway from Jammu to Udhampur is currently underway, no toll tax should be levied until the work is completed. In particular, no toll tax should be charged from poor local residents within a distance of 50 kilometres.

The work on the National Highway from Udhampur to Srinagar should also be carried out at a faster pace, and if this work is completed at the earliest, it will be a historic achievement.

[*]**SHRI RAJVEER SINGH (ETAH):** I would like to inform the Hon. Minister Sir that the condition of the highway from Aligarh to Eta is extremely poor. Due to this, the general public is facing severe difficulties. I would like to request that this highway be repaired at the earliest. I would also like to know by when this highway is expected to be restored to proper condition.

[*] Speech was laid on the Table.

[*]**SHRI KANWAR SINGH TANWAR (AMROHA):** I would like to draw the attention of the Hon. Minister for Road Transport and Highways to my Parliamentary Constituency, Amroha. In my constituency, on National Highway 24 at Garh Mukteshwar, a bridge has been constructed over the Garh Ganga. This highway connects my Parliamentary Constituency with Delhi. However, one carriageway of the bridge over the Garh Ganga at Garh Mukteshwar has remained closed for several years. Traffic movement is taking place only from one side, due to which local residents as well as other commuters using this route are facing severe difficulties. Traffic congestion persists at all times. At present, the month of Sawan is underway, during which a fair is organised at the Garh Ganga, attracting lakhs of devotees. In such circumstances, encroachments take place on the only operational carriageway of the bridge, and people passing through this route are compelled to remain stuck in traffic jams for several hours. In addition to this, there is also a junction near the Garh Ganga which is under construction, where work has remained stalled for several years. Similar traffic problems persist there as well. This is a main route connecting my area with Delhi. Due to these

[*] Speech was laid on the Table.

inconveniences, traders, farmers and the general public are facing serious difficulties in movement and transportation.

Both these issues, which fall under the jurisdiction of the Hon. Minister's Ministry, are grave problems for my constituency. I therefore request the Hon. Minister to consider these issues sympathetically and to take the necessary steps for their resolution.

[*]**DR. SWAMI SAKSHIJI MAHARAJ (UNNAO):** I extend my wholehearted support to the Road Budget for 2014-15 presented by the Hon. Minister for Road Transport and Highways, Shri Nitin Gadkari Ji, the most able associate of the era-defining leader, Hon. Shri Narendra Damodardas Modi Ji. I hail from the sacred land of Unnao, situated on the banks of the holy and purifying River Bhagirathi, a land which has the honour of being the birthplace and workplace of illustrious freedom fighters who ignited the flame of sacrifice for India's independence, such as the immortal martyr Shri Chandrashekhar Azad, Raja Rao Ram Baksh Singh, Thakur Jasasinh, Shri Gulab Singh Lodhi, Raja Shatan Pasi, and also great literary figures who enriched the stream of poetry and literature, including Pandit Suryakant Tripathi, popularly known as Nirala, Maharshi Valmiki, Shripratap Narayan Mishra Snehi, Hasrat Mohani, Shri Shivmangal Singh Suman, Vishambar Dayal Tripathi and Shri Bhagwati Charan Verma.

I would like to draw your attention towards the resolution of the following issues-

The Kanpur–Lucknow intermediate highway is extensively damaged, and the agency appointed and entrusted with its

[*] Speech was laid on the Table.

maintenance by the National Highways Authority is not carrying out proper upkeep. Passengers from more than three dozen districts of the State who travel on this route are facing severe hardship. It may be noted that this is the sole route connecting the people of Bundelkhand, the Kanpur region and the Braj region with the State capital, Lucknow, and it also holds significant commercial importance. A toll plaza has been established near Nawabganj on the Kanpur–Lucknow stretch, where toll tax is being collected, causing widespread resentment among the general public. Toll is being levied without ensuring proper maintenance of the highway, which is unacceptable and must be stopped immediately. The arrangement of accident relief vehicles on this highway exists merely as a formality, and such vehicles are rarely available to assist accident victims. Therefore, I would like to request you to kindly direct the concerned officials to ensure standard-compliant repair of the said highway, provide adequate emergency facilities, and issue necessary instructions to stop the illegal collection of toll at the toll plaza.

I would like to place the following submissions with regard to National Highway No. 26, which passes through my Lok Sabha constituency of Unnao in Uttar Pradesh.

Within Unnao district, near Sikandarpur Karn, at both the eastern and western ends, and to the east of Indemau, there are extremely narrow culverts which are not visible from a distance. As a result, serious road accidents occur at these locations almost every week, and at times traffic remains blocked for long durations. In addition, there are several other narrow culverts on this National Highway which are only half the width of the road. In order to prevent accidents at these locations, it is essential that all such culverts be replaced with wider bridges. There are no humanitarian facilities on this National Highway, including accident relief vans, and it is necessary that such facilities be provided. The 90 kilometre stretch from Shuklaganj Bridge, Madarala Chauraha to Pariyar, Pariyar to Dabauli, Dabauli to Jagatnagar, and Jagatnagar to Geharpurwa in the Ganga Kateri region will provide a lifeline to nearly six lakh people. I request that this road be constructed without fail. Similarly, the 50 kilometre Ganga Kateri route from Tribhuvan Kheda to Bandipurwa, Bandipurwa to Khannapurwa, Khannapurwa to Kuluhagadhha, Kuluhagadhha to Kharauli, Kharauli to Piprasar to Harthipur, Harthipur to Dhanikheda, Dhanikheda to Daundiyakheda, and Daundiyakheda to Buxar is also extremely essential. The Kateri route from Hardaspur to Manikpur, Manikpur to Baruaghat, covering about 10 kilometres, is also

indispensable. I also request that approval be granted for the construction of the 10 kilometre road from Bihar Maurama Road via Parsanda, Miramau and Shuklakheda Kothariya Kuan up to the Unnao–Raebareli Road.

[*]**SHRIMATI JYOTI DHURVE (BETUL):** The decision to provide additional grants for road transport and State Highways, along with the resolve to continuously strengthen and expand the basic infrastructure that connects one State of the country with another, and the efforts being made by the Hon. Minister under the leadership of Hon. Shri Modi Ji, constitute a significant and commendable step. This will enable the construction of more roads and strengthen inter-State connectivity, thereby providing greater momentum to the country's development.

Even today, the boundaries of many States in our country are merely 50 kilometres apart, and in several cases, another State is reached within a distance of 50 to 100 kilometres. Through the Hon. Minister's unprecedented efforts to interlink this network of roads, villages are being connected to cities, cities to States, and States to the national capital.

Along with road construction, proper planning is required for service roads, lane markings, lighting, safety measures, health facilities, toll plaza spacing, and the distance between toll points within the same district. The distance between toll plazas from one district to another should not be excessive, as it places an undue

[*] Speech was laid on the Table.

financial burden on local vehicle owners, who suffer repeated losses due to frequent toll payments. Clear norms should therefore be fixed for toll distances. Trees felled for road construction within a district should be replanted in the same district, so that the environmental loss suffered by that district is appropriately compensated.

Through this innovative initiative of the Hon. Minister, the dream envisaged by our former Prime Minister, Shri Atal Ji, of fully connecting States, villages and urban areas through the Pradhan Mantri road quadrilateral and major State Highways, is likely to be realised within the next five years. The NHAI route passing through my Parliamentary Constituency of Betul and extending to Harda, Handiya, Indore, Mandsaur and up to Gujarat connects three States. I request that this route be converted into a four-lane road. Similarly, the State Highway connecting Betul with Kheda, Achalpur, Amravati, Akot, Akola, Jalgaon, Nashik, Pune, Hyderabad and Anantapur also connects three States, and it should likewise be developed as a four-lane road. The Hon. Minister, through his efforts to promote national development and improve transport facilities between States, is also strengthening cultural exchange, tourism development and overall prosperity, thereby advancing the cause of balanced and inclusive growth. This innovative initiative of the Hon. Minister, which is

steering the country towards new dimensions of progress, is truly commendable. It is the shared hope and conviction of all that these improved traffic facilities on highways will not only become an unprecedented catalyst for the nation’s prosperity but that the development of this golden network will also help the country establish a distinct identity on the global stage.

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS, MINISTER OF SHIPPING AND MINISTER OF RURAL DEVELOPMENT, THE MINISTER OF PANCHAYATI RAJ AND THE MINISTER OF DEVELOPMENT WATER AND SANITATION (SHRI NITIN GADKARI): Hon. Chairperson Sir, the Hon. Members of the House have given very valuable suggestions on the proposal regarding the budgetary provisions made for the Road Transport and Highways Department. Our Department will make every possible effort to accept those suggestions and to formulate future policy accordingly. I would like to request the House to kindly support our Demands for Grants as well.

First of all, I would like to place before the House certain facts regarding the present situation. There are 189 National Highway projects whose total value is approximately Rs. 1,80,000 crore, which are stalled for one reason or another. At several locations where construction questions have arisen, there are four major issues, one of which is land acquisition.

As all Hon. Members are aware, land acquisition is carried out by the State Governments. The situation has been such that in cases where only ten Percent of land acquisition had been completed, tenders were floated and work orders were issued. Forest and

Environment clearances had not been obtained, yet tenders were issued and work orders were granted. Even after two years, financial closure was achieved, banks sanctioned loans, but work could not commence. As a result, today Indian banks have a very high exposure to road contractors under NPA and CDR. According to the information available to me, this exposure has reached nearly Rs. 1,80,000 crore, solely because the work itself could not begin.

Therefore, I would like to inform the House that the works undertaken by the Department are, as a natural course, carried out through the budgetary provisions available to us. Hon. Members have referred to the PPP model. I was fortunate that when I was a Minister in Maharashtra, I had the opportunity to implement the country's first PPP project in the form of the Thane–Bhiwandi Bypass.

PPP did not emerge out of choice, it emerged out of compulsion. The funds required for the scale of work we need to undertake are not fully available with the Government. If we want good service, we have to pay for it. What has been rightly stated is what the former American President John F. Kennedy once said:

"American roads are not good because America is rich but America is rich because American roads are good".

This clearly underlines the truth that prosperity flows from roads. When the Government does not have adequate funds on its own, it becomes difficult to execute such large-scale works. This is why models such as PPP, BOT and others came into existence.

I would like to submit, with due humility, that it is absolutely correct that when people pay toll, the roads should be of good quality. However, unfortunately, the situation has been such that within two years, work orders were issued under the PPP model, and the Government discontinued the maintenance grant. As a result, the party to whom the work order was awarded could not commence work due to reasons such as land acquisition, forest and environment clearances, railway overbridges, defence land and other related issues. In the meantime, the Government had stopped the grant, and the contractor who was awarded the work was unable to proceed. In such a situation, the circumstances that Hon. Members have described are entirely correct.

There is another important reason for this, to which I would like to draw the attention of the House. This House had passed the Land Acquisition Bill. I am also the Minister for Rural Development. As far as compensation and rehabilitation are concerned, there should be no objection if even better provisions are made. However, the

provisions contained in this Act entail such lengthy procedures that it has become impossible to carry out road projects within four or five years. This is the situation we are facing today.

Chief Ministers and Ministers of UPA-ruled States, including the Chief Minister of Tripura and the Chief Minister of Tamil Nadu, who has even enacted a separate law, along with leaders from almost across the country, have conveyed to me that this issue needs to be reconsidered. However, the question before me is that it would not be appropriate for the Government to take suo motu action. If I receive the cooperation of all Hon. Members, we can ensure complete justice to farmers in matters of land acquisition, without compromising on compensation and rehabilitation, and provide them with an appropriate package. At the same time, if the country wishes to reduce delays, the cooperation of all Members is essential. I request you to extend that cooperation, because only then will road development gain momentum.

As far as forest and environment issues are concerned, I am pleased to state that under the leadership of our Hon. Prime Minister Shri Narendra Modi Ji, the new Government has taken office, and our Hon. Minister Shri Javadekar Ji has begun the process of continuously clearing these issues in the interest of national development. There are

various kinds of bottlenecks, some arising from judicial directions and others from departmental processes. The situation often becomes such that no one says that road construction should proceed. Instead, directions are issued to stop work or impose stays. Under such circumstances, how can the road sector move forward.

There are 110 railway overbridge cases pending with the Railways, and the procedures involved have suffered such delays that the country has incurred losses running into crores of rupees. If there is even a one-day delay in decision-making, the country suffers a loss of Rs. 15 crore per day. I may not come to the House very often, but I sit in my office every day and make sincere efforts to resolve problems related to my Department.

I am confident that by the coming 15th of August, we will find solutions to these disputed issues and commence road construction work. It was asked how the target of constructing 30 kilometres per day would be achieved. I am fully aware of this challenge, and it is my responsibility. That is why I have first made an effort to understand all these issues in depth.

What is required is advance planning and detailed planning. Therefore, I have suggested within the Department that for the projects we plan to undertake over the next five years, we should first

prepare their Detailed Project Reports. At least 300 DPRs should be ready and available with us at all times. Once the DPRs are prepared, we can begin work on forest and environment clearances, railway overbridge approvals, and land acquisition. For projects that are to be executed two years later, the land acquisition process should begin immediately. If preparations are made in advance, this task is not impossible. That is why we have set before ourselves the objective that after two years, we will carry out road construction at the rate of 30 kilometres per day.

When Hon. Shri Atal Bihari Vajpayee Ji was the Prime Minister, I was a Minister in Maharashtra, and during that period, I had the privilege of being associated with the formulation of the Pradhan Mantri Gram Sadak Yojana introduced by the Government. At the same time, I also prepared the framework for converting National Highways into 4-lane roads and submitted it to the Hon. Prime Minister, as entrusted to me at that time.

Hon. Members have rightly pointed out that the situation in Assam and the North Eastern region has not been satisfactory. Before our Government assumed office, the UPA Government had approved a proposal in the Cabinet to set up a separate corporation for road development in the North Eastern region. After we came to power, I

immediately accepted that decision. Within the next 15 days, the corporation for the North Eastern region will be constituted, and I assure the House that in the coming period we will commence road works worth Rs. 15,000 crore in the North East. You may ask where the funds will come from. For this, we have the PPP and EPC models. Under the EPC model, we will prepare contracts of Rs. 500 crore, Rs. 800 crore or Rs. 1,000 crore, and the Government will provide funds to the contractor for executing the work. Under the PPP model, banks provide loans on the basis of which the work is carried out, and in such projects the NHAI plays a key role.

We have also taken another important decision. With regard to the proposed network of about 1,000 kilometres, I would like to share my experience. When I constructed the Mumbai-Pune Expressway in 1997, I had laid a pipeline for optical fibre cables. Today, the Maharashtra Government earns an income of Rs. 26 crore per year from this. After assuming office, we realised that if additional sources of revenue are not created, it will be difficult to execute projects, as the Government faces financial constraints. Therefore, we have decided to explore the possibility of laying pipelines for gas, optical fibre cables, and also transmission lines along National Highways. You may note that the cost of electricity in Maharashtra is around Rs.

3 per unit, whereas in Tamil Nadu it is around Rs. 6.5 per unit, primarily due to the lack of adequate transmission lines. We are studying whether transmission lines can also be laid using the National Highway corridors. I firmly believe that if we succeed in this initiative, our National Highways will generate a new source of income, and this income can then be reinvested in the development of the highway network itself.

You may ask where the funds will come from. The answer is very simple. Our toll collection amounts to Rs. 6,000 crore. Out of this, Rs. 1,000 crore is utilised by NHAI for servicing bonds. Thus, we receive nearly Rs. 5,000 crore annually from toll revenues. This toll income increases by about 10 Percent every year. At present, around 189 projects are delayed. Once these are completed within one and a half to two years, toll collection from them will also commence. In this manner, our income will rise to Rs. 6,000–7,000–8,000 crore. If an annual income of Rs. 8,000 crore is assured over a period of 15 years, the total value comes to approximately Rs. 1,40,000 crore. If this amount is placed with banks, any bank would readily provide us with loans of around Rs. 80,000 crore. Therefore, I state with full responsibility that there will be no shortage of funds. I say this with complete accountability. Please note down every assurance that I have

given. If I fail to fulfil even one of them, I will stand in this House with folded hands and seek your forgiveness. I will only state what I am confident of delivering. This is my first time speaking here. I request you to place your trust in me. Write down what I say, and if it is not fulfilled, you must question me.

It is also true that road accidents are occurring across nearly one lakh kilometres of roads. This deeply pains me, and I acknowledge that our Department bears responsibility for these accidents. Many works remain stalled, potholes of six to eight inches have developed, and accidents are taking place. This is our responsibility. Around 1,21,000 people lose their lives in road accidents every year. I convened a meeting of officials from all States and identified 450 accident-prone spots. We have made provisions and issued instructions to improve these locations. I am aware that this task is extremely challenging. We are also in the process of establishing a dedicated institution for this purpose. At accident-prone spots, coordination will be ensured with local police and National Highway officials. For instance, near Ichalkaranji close to Kolhapur, there was a curve on a National Highway where 80 people lost their lives. The Department had not shown the level of sensitivity required in such matters earlier. I also request Hon. Members to inform me about

similar accident-prone spots in their respective areas. By creating such an institutional mechanism, we will certainly take steps to improve these locations.

As far as the bitumen roads that we are constructing are concerned, you are aware that the cost of bitumen has increased significantly. If concrete roads are constructed, the maintenance cost is almost negligible. Therefore, we have taken a decision that instead of bitumen roads, we will construct concrete roads, which will not require regular maintenance. You may be surprised to know that a bag of cement is available at around Rs. 325. If the price comes down to about Rs. 280 per bag, a concrete road can be up to 4 Percent cheaper than a bitumen road. If we are able to bring the price down to around Rs. 170 to Rs. 180 per bag, concrete roads will be cheaper than bitumen roads. Our Department has carried out a rate analysis in this regard. Therefore, if the Government itself undertakes the procurement of cement and steel for contractors, we will be able to reduce costs further. Hon. Prime Minister Sir once told me that when he was the Chief Minister of Gujarat, he was watching the Discovery Channel and saw a programme where a tree was being uprooted and transplanted in Canada. He invited that company to Gujarat, purchased two machines, and initiated the work of tree transplantation

in the State. When he shared this with me, I sent a team from NHAI to Canada, obtained the details of the machines brought to Gujarat, and also collected details of a similar machine available in Bengaluru. I have now invited representatives of all companies across the world that manufacture tree transplantation machines to meet next week. I am making every effort in this direction. Although I cannot state this with absolute certainty at this stage, I wish to assure the House that no tree on National Highways will be cut and that we will make every possible effort to transplant each and every tree. I give this assurance to the House.

Chairperson Sir, secondly, in my capacity as Minister for Rural Development, I have made a provision under MGNREGA that wherever plantation work is undertaken along National Highways, State Highways, District Highways and under the Pradhan Mantri Gram Sadak Yojana, such work will be carried out through MGNREGA. This will provide employment opportunities to poor families in rural areas. In Jammu and Kashmir, we have already initiated works amounting to Rs. 21,000 crore. The situation in Ladakh and Leh is extremely difficult, as the Hon. Members present here are well aware. When I visited Leh and Ladakh, I was deeply distressed to learn that for nearly six months the local population does

not receive vegetables because essential supplies are unable to reach the region. The cost of constructing a single tunnel there is around Rs. 9,000 crore. Among the tunnels currently under construction, some involve an expenditure of Rs. 6,000 crore, while others are of Rs. 5,000 crore. I am pleased to inform this House that our Government will never consider which political party is in power in a State or from where an Hon. Member has been elected. We will not discriminate in this manner. We are committed to doing justice to all and to providing equal opportunities for development to every region of the country. It is for this reason that, under the leadership of Hon. Shri Narendra Modi Ji, for the first time, works worth Rs. 21,000 crore have been approved for Jammu and Kashmir. The tunnel project for Leh and Ladakh, which involves an expenditure of Rs. 9,000 crore, is also going to be commenced within the next three months.

Hon. Members have rightly pointed out a serious issue relating to the availability of sand in the States, which has given rise to a new problem. I would like to request the Hon. Members from Karnataka to ensure that appropriate legislation is enacted there, because permissions are not being granted even for two years at a stretch. We are required to construct National Highways, but if land acquisition is not undertaken, if permissions for sand are not granted by the State, if

the prices of cement and steel increase, if bank interest rates go up to 13 percent, if financial closure has been achieved but clearances from the Ministry of Forest and Environment are not granted, then how can roads be constructed? If roads are to be built, I have decided today that I will send Hon. Members a detailed report indicating the present status of National Highways passing through their respective Parliamentary Constituencies and the obstacles being faced therein. I would like to request Hon. Members to also seek the cooperation of their respective State Governments in this regard. I have already written a letter to the Hon. Chief Minister of West Bengal. I also request Hon. Members to note that there are three packages after landing at the airport there, which have been awarded to Hindustan Construction Company. These involve works worth thousands of crores of rupees. There is encroachment all along the stretch, land acquisition has not been completed, and I have conveyed to the State Government that it should intervene. If these issues are resolved, we are fully prepared to commence road construction. At present, penalties are being imposed on the contractors. ... *(Interruptions)*

17.00 hrs.

SHRI MALLIKARJUN KHARGE (GULBARGA): Why do you not create a single-window system?

SHRI NITIN GADKARI: Hon. Chairperson Sir, this does not fall within my jurisdiction. I would like to assure the Hon. Member that land acquisition and related matters are carried out by the State Government through the District Collector, and I do not have the authority to execute these functions myself. I can, however, extend full cooperation. If encroachments are to be removed, it has to be done by the State authorities. For instance, with regard to Kerala, I convened a meeting with the Chief Secretary and the concerned Secretaries of the State. I have also requested all Chief Ministers to hold review meetings on National Highways in their respective States. If there are any shortcomings on our part, they should inform us, and we will rectify them. In Kerala, the problem is that the State Government is not prepared to undertake land acquisition for four-laning of roads. If the State Government itself is not ready to do so, how can four-lane roads be constructed there? This is a matter for consideration. I would like to submit that I am not placing any political responsibility on you, nor am I blaming anyone. Our Government genuinely desires that roads be constructed, that the country progresses and develops, and that roads are built in all States. That is our sole objective. Hon. Members have pointed out that trucks are parked along roads. We are therefore constructing 2,000 roadside

amenities along one lakh kilometres of roads. Of these, seven locations are with NHAI. Each such facility will generate employment for around 300 youth, and through this initiative, about five lakh young people will get direct and indirect employment. We will be commencing this scheme shortly.

Sir, we are making separate arrangements for truck operators. Whenever ring roads are constructed on National Highways, we are continuously considering the development of transport nagars alongside them. Reference was made to the Central Road Fund. We do provide CRF funds to the States, but there are limitations. A very large number of proposals are received from the States. Each Hon. Member has submitted nearly 25 proposals. I have requested them to indicate one or two priority roads, whether these involve railway overbridges or flyovers. In this manner, timely cooperation is also expected from the States. The road sector is extremely important. It is essential for the progress and development of the country. I assure all Hon. Members of this House that we are fully committed to this objective. A Hon. Member from Kerala referred to National Waterways. You have raised a very important point. I have worked for many years in the field of infrastructure in this country, and I admit that insufficient attention was paid earlier to waterways. You are

absolutely right in stating that if goods are transported by road, the cost is approximately Rs. 1.50, if transported by rail, it is about Rs. 1, but if transported by water, the cost comes down to nearly 50 paise. We are initiating roll-on roll-off services between 12 major ports and several minor ports. For example, in Chennai, if 150 trucks are loaded onto a vessel, they can be unloaded at Mundra. Trucks carrying Maruti vehicles manufactured near Delhi can be shipped there, and from that point, vehicles of companies such as Volkswagen and Ford can be transported back. In this manner, the roll-on roll-off system will yield substantial benefits.

Sir, an Hon. Member referred to the National Highways Authority of India. We are constructing eight-lane roads. JNPT handles the highest volume of container traffic in India. Accidents are occurring, and there are serious problems in Panvel and Mumbai. What has been stated by the Hon. Member is absolutely correct. We are making efforts to utilise, wherever possible, the concept of inland waterways. The Department has also prepared a plan for waterways, and I am confident that in the coming time, work will definitely be undertaken in this direction. I would like to assure the House that if roads are to be completed, five things are essential. First, the Detailed Project Report must be perfect. Second, the DPR must be prepared

expeditiously. Third, land acquisition must be completed without delay. Fourth, forest and environment clearances must be obtained. Fifth, clearances from the Defence and Railways authorities must also be secured. Once these issues are resolved, the next major concern is the rate of interest. In India, bank interest rates are very high, whereas in many countries of the world, one actually has to pay in order to deposit money. We are making efforts, whether through NHAI or through the new corporation that we are setting up, to explore whether we can secure loans or investments from abroad at lower interest rates. ...*(Interruptions)*

SHRI SULTAN AHMED (ULUBERIA): Will FDI also come?

SHRI NITIN GADKARI: FDI will also come. However, even after exemptions on infrastructure bonds, the rate of FDI today is around eight Percent or eight and a half Percent. I am trying to see whether, through hedging, funds can be obtained at two to three Percent. If that becomes possible, all infrastructure projects in our country will become economically viable. In technical terms, the internal rate of return, the IRR of the project, will improve substantially. This is our endeavour. As of now, no concrete decision has been taken in this regard. However, I am hopeful that under the leadership of Hon. Prime Minister Shri Narendra Modi Ji, discussions are underway with

countries that are willing to invest. If, through hedging, we are able to secure funds at two to three percent, many projects that are currently not viable will become economically viable, and there will be no need to provide a viability gap for them.

I am deeply grateful to all the Hon. Members of this House. You have offered very valuable suggestions and provided meaningful guidance to our Department. In the times to come, just as speed breakers act as obstacles on roads, there are similar obstacles in our work as well. With your cooperation, these will certainly be removed. Roads will improve, and I assure you that concrete roads will be constructed, they will be strong, and they will not require maintenance for decades. Roads of such durability will be built that they will serve the nation for a hundred years. These strong and durable roads will play a very significant role in the progress and development of our country.

I sincerely thank you for all the suggestions you have given. I would also like to assure Shri Yadav Ji that our Department will not do injustice to any Government or any Member of Parliament. We will accord full priority to road works in all your constituencies. Wherever you feel there is any shortcoming, please come to me directly. I assure you that your work will be taken up without fail.

With this assurance, I would like to request the House to approve the proposals placed before you by our Hon. Minister of Finance regarding our Department. With these words, I conclude my remarks.

[English]

HON. CHAIRPERSON : Hon. Members, a number of Cut Motions have been moved by Members to the Demand for Grant relating to the Ministry of Road, Transport and Highways. Shall I put all the Cut Motions to the vote of the House together or does any hon. Member want any particular Cut Motion to be put separately?

SHRI N.K. PREMACHANDRAN (KOLLAM): Sir, I am having a Cut Motion.… (*Interruptions*)

HON. CHAIRPERSON: Do you want to separately put your Cut Motion?

SHRI N.K. PREMACHANDRAN : Yes, Sir.

HON. CHAIRPERSON: What is your Cut Motion Number?

SHRI N.K. PREMACHANDRAN : Sir, it is 31. … (*Interruptions*)

SHRI K.C. VENUGOPAL (ALAPPUZHA): Sir, please allow us to ask a supplementary question from the hon. Minister. … (*Interruptions*)

HON. CHAIRPERSON: No, we have to take up the discussion on one more Ministry. If you go on discussing like this, then we cannot take up another Ministry for discussion.

… (*Interruptions*)

SHRI N.K. PREMACHANDRAN: Sir, I would just like to ask one clarification. … (*Interruptions*)

HON. CHAIRPERSON: Okay, you can ask one clarification.

SHRI N.K. PREMACHANDRAN: Mr. Minister, I am seeking only one clarification from you. In the State of Kerala, we have already acquired a road with a width of 30.5 m. The last Government had assured that a four-lane road will be constructed by having 30.5 m. of width. Will that assurance be complied with?

HON. CHAIRPERSON: I shall now put all the Cut Motions together to the vote of the House.

The cut motions were put and negatived.

HON. CHAIRPERSON: I shall now put the Demand for Grant relating to the Ministry of Road, Transport and Highways to the vote of the House.

The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in

course of payment during the year ending the 31st day of March, 2015, in respect of the head of Demand entered in the Second column thereof against Demand No. 83 relating to the Ministry of Road, Transport and Highways."

The motion was adopted.

HON. CHAIRPERSON: The Demand for Grant relating to the Ministry of Road, Transport and Highways is passed.

———————

17.10 hrs.

(ii) Ministry of Social Justice and Empowerment

HON. CHAIRPERSON: The House shall now take up discussion and voting on Demand Nos. 90 and 91 relating to the Ministry of Social Justice and Empowerment.

Motion Moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2015, in respect of the heads of Demands entered in the Second column thereof against Demand Nos. 90 and 91 relating to the Ministry of Social Justice and Empowerment."

Demands for Grants (2014-15) in respect of Ministry of Social Justice and Empowerment submitted to the vote of Lok Sabha

No. of Demand	**Name of Demand**	**Amount of Demands for Grants on Account voted by the House on February 19, 2014**		**Amount of Demands for Grants submitted to the vote of the House**	
90	Department of Social Justice and Empowerment	Revenue (Rs.) 1983,25,00,000	Capital (Rs.) 87,33,00,000	Revenue (Rs.) 3767,49,00,000	Capital (Rs.) 374,67,00,000
91	Department of Disability Affairs	199,31,00,000	11,67,00,000	396,58,00,000	25,33,00,000

Hon. Members present in the House whose cut motions to the Demands for Grants in respect of the Ministry of Social Justice and Empowerment for the year 2014-15 have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Only those cut motions, slips in respect of which are received at the Table within the stipulated time, will be treated as moved.

Shri S.S. Chaudhary to initiate the discussion.

[Translation]

SHRI SANTOKH SINGH CHOUDHARY (JALANDHAR): Hon. Chairperson, I am grateful to you for giving me the opportunity to speak on the Demands for Grants under the control of the Ministry of Social Justice and Empowerment. Today, I would like to speak about those 20 crore people who have, for centuries, endured the pain of inequality, poverty and oppression in this country. Even today, they continue to struggle to secure a life of dignity and normalcy. I say with a clear sense of distinction that Dr. Ambedkar Saheb drafted the Constitution of this country, and through it, these people were granted the right to equality and equal status. I would also like to state that after Independence, most of the Governments formed in the country were led by the Congress Party. I can say with pride that those Governments introduced major programmes for the welfare and upliftment of these people. In the education sector, the social sector and the economic sector, sustained efforts were made by Congress Governments to bring them at par with others. These efforts have also yielded results. I believe that many of our colleagues sitting in this House, including Paswan Saheb, are a testimony to this journey. Many of our colleagues seated here have ancestors who witnessed a time when people belonging to this section of society did not even have the

right to purchase a house in their own name, nor the right to receive education. I am pleased to say that our early Governments made sincere and sustained efforts to change this reality. When Shrimati Indira Gandhi Ji gave the slogan of Garibi Hatao, the largest beneficiaries were from these very sections. When quality education was provided, many of our colleagues rose to high positions through reservation and affirmative action.

Chairperson Sir, I am also happy to share that a day or two ago, when I was seated here, I had the opportunity to interact with several Members of Parliament belonging to this community. It gave me immense satisfaction to see, even on the Treasury Benches, many Members who had earlier served as IAS officers, IPS officers, or had held positions such as Income Tax Commissioners, and who have now chosen to serve in this House. Many of my colleagues and sisters sitting on the Treasury Benches have left prestigious positions to come here. I am glad that such Members have entered this House, because they understand the difficulties and pain of the Dalit community, the Scheduled Castes and the Scheduled Tribes, having served in administration and experienced these challenges first-hand. On this side of the House as well, many of our colleagues are present. Our leader **Kharge Ji** is here, and several other colleagues are here

who have reached this House after immense struggle. Their presence strengthens the voice of social justice and empowerment in this Parliament.

Sir, I possess a document from the year 1938 which my late father had submitted to the then Governor-General. In that document, very modest demands were made, such as securing a clerical post and other basic opportunities. Today, we feel happiness and pride that this society has progressed. Today, members of this community are living their lives on par with the general society. However, I would also like to say that, as I mentioned earlier, while the previous Governments took several landmark decisions in large areas, I must now state that before this election, the Hon. Prime Minister of the NDA, Shri Narendra Modi Ji, showed golden dreams to the 120 crore people of the country and made very big promises. It appeared that upon coming to power, especially for the poor of the country, a major transformation would be brought about in the economic sphere and other sectors. But when this Budget was presented, the Demands for Grants for the years 2012–13, 2013–14 and 2014–15 do not reflect any significant difference. I feel that it appears as though the NDA has merely endorsed our earlier programmes and vision. I am, in fact, glad that what we had done earlier has received their endorsement.

Sir, I would like to make another important point. This is a very crucial Department and a discussion is taking place on it. I would like to state that whether it is the Scheduled Caste Special Component Plan or other Central special programmes, once these funds are transferred to the States, the State Governments often do not treat them with the required seriousness. Many State Governments divert these funds and utilise them for other purposes. The benefits that are meant to reach the intended beneficiaries do not actually reach them. I would like to cite an example from my own State of Punjab. There, the Post-Matric Scholarship has remained pending since the year 2007–08. An amount of Rs. 280 crore....*(Interruptions)*

[English]

HON. CHAIRPERSON : Hon. Member, please cooperate. There are also other Members who have to speak. So, please wind up.

… (*Interruptions*)

[Translation]

SHRI SANTOKH SINGH CHOUDHARY: Sir, I shall conclude in one minute. I would like to submit that there should be a Special Reservation Act to monitor these schemes and ensure accountability. During the tenure of our UPA Government, a programme was

initiated in the year 2013, and we were preparing to introduce a Bill to ensure the effective implementation of these provisions. Further, under the 81st Constitutional Amendment, our UPA Government carried out a major recruitment drive in the years 2007 and 2013 with the objective of providing employment to all. The foremost need of this section of society is employment. I understand that it may not be possible for the present Government to provide large numbers of jobs immediately, but our UPA Government had initiated a campaign and opened dialogue with the private sector, seeking to introduce reservation in employment there as well. I request that this issue be considered seriously. In conclusion, I would like to state that the Atrocities Act brought in the previous House was a very important and significant legislation. It would have been appropriate had the Hon. Minister ensured its passage. With these words, I thank you.

TEXT OF CUT MOTIONS

[*]**SHRI RAMCHARAN BOHRA (JAIPUR CITY):** I would like to express my heartfelt gratitude to the Hon. Minister of Finance and the Hon. Minister for Road Transport and Highways Sir for presenting an excellent and people-oriented Budget for the country. By making a provision of Rs. 37,880 crore for National Highways and road transport, a significant contribution has been made towards national development. Roads are the lifeline of any nation. I would like to repeatedly express my gratitude to the Hon. former Prime Minister, Shri Atal Bihari Vajpayee Ji, whose vision led to the successful completion of the Golden Quadrilateral project. This connected the most important metropolitan cities of the country and significantly increased the speed of transportation. Hon. Vajpayee Ji not only ensured the connectivity of major cities but also connected all Panchayat headquarters through all-weather roads under the Pradhan Mantri Gram Sadak Yojana, thereby maintaining a balance between rural and urban development.

At this point, I would like to place before the House a few suggestions related to my State and, in particular, my Lok Sabha Constituency. The Delhi–Jaipur road corridor is extremely important. From an industrial perspective as well, this entire corridor is of great

[*] Speech was laid on the Table.

significance. Earlier too, there was a proposal to develop an industrial corridor on both sides of the National Highway between Jaipur and Delhi. I would like to request the Hon. Minister Sir to kindly pay attention to this project, as it will promote development from Delhi through Jaipur in Rajasthan up to Gujarat. Near Jaipur, on National Highway No. 8, at the Jaysinghpura Tiraha close to Bhankrota, it is necessary to construct an underpass/ROB to facilitate smooth movement of people and to prevent accidents. The Rajasthan Government has also proposed the development of a Knowledge Corridor along the Delhi–Jaipur Highway. On this highway, the construction of overbridges at Pranpura, Govardhanpura, Bhabhru, Antela and Shahpura remains incomplete. These should be completed at the earliest. At the same time, the work of six-laning should also be expedited. The condition of the Delhi–Jaipur Highway is extremely poor, causing severe inconvenience to commuters. Covering a distance of 264 kilometres currently takes 8 to 9 hours. If the ROBs are completed and the road condition is improved, this distance can be covered within three to four hours.

I would like to express my gratitude to the Hon. Prime Minister, the Hon. Minister of Finance, and the Hon. Minister for Road Transport and Highways for presenting a popular Budget within a

short span of time, which has paved the way for improving the condition of National Highways and for the construction of new highways.

[*]**SHRI RABINDRA KUMAR JENA (BALASORE) :** Development and empowerment of scheduled castes (SCs), Scheduled Tribes (STs), Other Backward Classes (OBCs), Minorities, Disabled and other Social Groups in order to bring them at par with the rest of society is a commitment enshrined in the Constitution. The SCs number 166.64 million (16.2 per cent) and minorities 189.4 million (18.42 per cent) according to the 2001 census.

Continuance of offences of atrocities against members of Scheduled Castes and Scheduled Tribes and low conviction rate of cases under the PoA Act, in most of the States, is a matter of concern. Cases ending in acquittal also need to be reviewed and appeals filed in superior courts, wherever required.

Most of the states find it difficult to meet the commitment of non-Plan liability because of resource constraints. This is a serious problem because not only will the coverage of the scheme increase every year but the rates of scholarships are also likely to be increased periodically. A suitable mechanism needs to be put in place to ensure timely allocation of funds by the Centre to the states and disbursement

[*] Speech was laid on the Table.

of scholarships by the states each month from the beginning of the academic year.

Various evaluation studies conducted by various reputed Social Science institutions have suggested that increase in the maintenance allowance be linked with the movement of the consumer price index for industrial workers; special incentives be given to the staff of educational institutes; the eligibility criterion of annual income of parents be raised; and rented rooms be provided to outstation students who do not get hostel facility etc. As the scheme has been found to be making a significant impact on the educational attainment of SCs, the reports have recommended that this benefit should be extended to some other economically backward communities, including minority.

There is a need to the enhance the opportunities to SC and ST students to pursue higher studies especially M.Phil and Ph.D in view of the changing economic and labour market scenario demanding higher qualification for senior placements/jobs. To this effect a national fellowship scheme for SC and ST students needs to be formulated and expeditiously operationalized/implemented.

I request to earmark at least 15% of SCA funds on skill development programmes by all the States/UTs. The scheme of Pre-martic scholarships for children of those engaged in unclean

occupations needs a rethinking as the amount offered is not sufficient. This would encourage education among the underprivileged section of manual scavenging community.

Education is the basic requirement and the most effective instrument of social empowerment. Effective implementation of the Centrally sponsored scheme of Post-Matric Scholarship (PMS) to SC students involving 100 per cent financial assistance to states need to be increased.

The scheme of coaching for SCs, OBCs and other Weaker Sections is being implemented as a Centrally sponsored scheme through states, Union Territories and non government organizations to provide pre-examination training to students to enable them to compete in the civil services and other competitive examinations should be organized in a better way in Block level to spread the awareness and benefit of the scheme.

In Odisha, the Central share capital was released last time during 1996-97. Further share capital need to be released urgently.

As agriculture is the main occupation of SCs and STs, there is an urgent need for land reforms, besides providing irrigation facilities and developing and the suitably for cultivation.

There are several SC settlements that are located on the outskirts of the main habitations and are segregated from them. Many of these SC settlements do not have access to basic services such as safe drinking water, approach roads, health facilities, sanitation, etc. Efforts are, therefore, needed to ensure that all the marganalised and deprived settlements, especially in the remote and inaccessible areas, are provided with the basic services.

It is necessary to involve the corporate sector and NGOs to complement the government's efforts to ensure the welfare and development of disadvantaged groups. CSR activities of local industries should be channelized in this direction to harness ground level developmental goals.

Due to the changing demographics and socio-economic scenario, the numbers of the older population will increase. An Action Plan to deal with elder citizens need to be formulated on priority to be executed at Gram Panchayat level so as to spread awareness at grass root level.

SHRI MALLIKARJUN KHARGE (GULBARGA): Sir, what is going to happen if it exceeds six 'o' clock? You suspend the Rule under 388 or use your residuary power under Rule 389. We have extended the time of the House many times.

HON. CHAIRPERSON : There is a Guillotine.

… (*Interruptions*)

SHRI MALLIKARJUN KHARGE : You have got powers. You can use the residuary powers and let us postpone it by one hour. Heaven is not going to fall. … (*Interruptions*)

HON. CHAIRPERSON: We are following only that has been decided by the Business Advisory Committee.

… (*Interruptions*)

SHRI MALLIKARJUN KHARGE : You have got ample powers. … (*Interruptions*)

HON. CHAIRPERSON: Those who are interested to lay their written speeches, they can do so. It is permitted.

… (*Interruptions*)

HON. CHAIRPERSON: Shri Udit Raj.

DR. UDIT RAJ (NORTH WEST DELHI): Hon. Speaker, our Hon. Finance Minister has just presented the Budget. The allocation made by him in the Budget for SCs in the Scheduled Castes Plan Budget is Rs .50,548 crore and for Scheduled Tribes the allocation is Rs.32,387 crore. This works out to be 8.79 per cent whereas it should be around 16 per cent. [Translation] Through you, I would like to draw the attention of the Hon. Minister, to the fact that the allocation for Scheduled Castes should be around 16 percent, and for Scheduled Tribes it should be 7.5 percent. I shall come back to this issue later. However, the most serious cause for concern, which may have arisen due to an administrative lapse, is that if one refers to page number 316, the amount of Rs. 50,000 crore which is going to be spent for SCs and STs, now it seems that it is not going to be spent by the Central Government. It is going to be spent by the States and UTs. Through you, I would like to place two to three figures before the Hon. Minister. The Post-Matric Scholarship, which stood at Rs. 1,654 crore in 2012–13, was earlier administered under the head of the Union Ministry of Social Justice and Empowerment. This year, the same amount has been shifted to the State and UT Plan, amounting to Rs. 1,499 crore. It is not clear whether this amount will be transferred to the State Governments for expenditure, or whether it will be

implemented directly by the Union Government. If it is to be implemented through State Governments, this arrangement has existed earlier as well. Previous attempts were also made to transfer this money to the States, but the outcomes were far from satisfactory. I would like to state this with full responsibility and clarity that we do not have faith in many of the State Governments. Several State Governments continue to be feudal in outlook and anti-Dalit in approach. In Uttar Pradesh, for instance, one can clearly see how anti-reservation activities are openly carried out by social and political organisations, with the State Government often appearing complicit. How can we have faith in them? Therefore, I strongly submit that the funds earmarked for Scheduled Castes and Scheduled Tribes must be implemented only through the Union Ministry of Social Justice and Empowerment.

Similarly, there is a machinery for implementation of protection of Civil Rights, 1955. Earlier, the allocation for this purpose was Rs. 97 crore. However, in certain areas the amounts have been reduced. For instance, the allocation for girls' hostels has been lowered this year as compared to the previous Budget. Likewise, the allocation for the Post-Matric Scholarship has also been reduced. I would respectfully request the Hon. Minister that, even if the allocation is

not increased substantially, it should at least be reviewed, keeping in view the fact that inflation has increased compared to last year. An effort should be made to enhance these allocations. A similar situation has arisen with regard to Other Backward Classes as well. Earlier, the OBC budget was implemented through the Union Ministry of Social Justice and Empowerment. The same pattern appears to have been adopted here too. It is likely that the officers have misled. Of course, we know what the bureaucracy does. I was part of the bureaucracy.

Through you, I would like to request the Hon. Minister that the arrangement should remain as it was earlier, and that these funds should not be transferred to the States. I would also like to make a point regarding the OBC Commission. [English] OBC Commission is toothless. OBC Commission has to be empowered like SC, ST Commissions. I would request the hon. Minister of Social Justice to do that. I would suggest one thing. [Translation] The amount is inadequate, but even when this amount is allocated, it is misutilised and diverted, and once roads are constructed, it is stated that 16 to 18 Percent Dalits also use them. That is not meant as Special Component Plan. The Plan Budget is approximately Rs. 5.75 crore, while the Non-Plan Budget is Rs. 12 crore. The Non-Plan Budget is continuously increasing, whereas the percentage allocated under the Plan Budget,

it is not adequate. It should have been Rs. 95 crore, whereas today it stands at Rs. 50,000 crore. This is not the fault of the present Government. A Hon. Member was just stating that the UPA Government did this and that, and that our Government will correct it. Hon. Prime Minister Shri Narendra Modi had said, “My destiny is to do what could not be done.” On 2 March in Lucknow, the Hon. Prime Minister stated that the coming decade would belong to Dalits, Backward Classes and Adivasis. I believe that this will indeed happen. However, the Members sitting opposite me have ruled this country for 55 years, and even today they have not made us capable of entering this Parliament or the State Assemblies without reservation. This is what you have given us. In the last ten years, the Congress did nothing. Before that, during the Government of Shri Atal Bihari Vajpayee, three Constitutional Amendments were carried out. ...*(Interruptions)*

[*]**SHRI BAHADUR SINGH KOLI (BHARATPUR):** About 70 percent of India's population resides in villages, and since India is an agriculture-based country, the construction of roads is extremely important for the nation's development. In this country, approximately 65 to 70 percent of goods and 80 percent of passenger movement depends solely on road transport.

During the tenure of Hon. Atal Bihari Vajpayee Ji, a historic milestone was achieved with the implementation of the Pradhan Mantri Gram Sadak Yojana. It is because of this initiative that rural areas in the country have progressed and continue to move forward. I commend the steps taken by Hon. Vajpayee Ji for the development of roads and highways.

Now that an NDA Government has once again been formed under the leadership of Hon. Prime Minister Shri Narendra Modi, it appears that under his leadership, the Minister for Road Transport and Highways, Shri Nitin Gadkari, is firmly committed to fulfilling the dreams envisioned by Vajpayee Ji. The efforts of the Hon. Minister indicate that high-quality roads will now be constructed across the country. The initiative started by Hon. Vajpayee Ji to convert National Highways into four-lane highways is being actively pursued by the

[*] Speech was laid on the Table.

Hon. Minister to give shape to those aspirations. As part of these efforts, the Hon. Minister has proposed making the rules more flexible so that obstacles in the development of National Highways are minimised, which is highly commendable.

I would now like to submit that nine National Highways were declared in the State of Rajasthan. Among them, the Ucha Nagla to Khanwa and Dholpur National Highway No. 123 falls within my Parliamentary Constituency. Its length is approximately 60.15 kilometres, and the condition of this road is extremely poor. Due to the presence of deep potholes, accidents occur frequently, causing immense hardship to the general public. Therefore, I would like to urge that adequate budgetary allocation be made not only for the maintenance of this highway but also for the maintenance of all 9 National Highways declared by the Union Government in Rajasthan, so that the general public may derive due benefit.

[English]

DR. RATNA DE (NAG) (HOOGHLY): Mr. Chairman, Sir, the Ministry is of utmost importance considering the subjects being dealt by it. For example, it takes care of the welfare of the Scheduled Castes, Scheduled Tribes, OBCs and Minorities. It also caters to the welfare of the disabled people, elderly people and victims of substance abuse. These subjects have a bearing on the society.

There are some important Corporations aimed at development of Scheduled Castes, Scheduled Tribes and Safai Karmacharis. I would request the hon. Minister to ensure that these Corporations function commendably as to serve the purpose for which they are set up.

I am really happy to find that financial assistance and support services are extended to victims of rape. I welcome it wholeheartedly with a rider that the financial assistance of Rs.3 lakh that is being given at present should be enhanced to Rs.5 lakh in case of aggravated rape, so that the affected woman fights back to restore her life. It would not only help her to live her life with dignity but also to lead a normal life thereafter.

Coming to the specifics of the Demands of the Ministry, I would like to state that a sum of Rs.5,723 crore has been the revised budget but the total budget proposed for 2014-15 is only Rs.6,212 crore,

roughly an increase of Rs.500 crore. I do not think this hike in budget of the Ministry is enough considering the wide range of subjects being dealt by it and that too of underprivileged and disadvantaged sections like SCs, STs and OBCs.

Those who violate the law when it comes to the disability should be taken to task. More grants should also be given to Disability Rehabilitation Centres so that those with disability feel that they are not neglected by the society and the government.

With more and more people taking to drugs for various reasons, there is an urgent necessity to attend to this specific matter. I would urge the Government to come up with more De-Addiction Centres. This is the need of the hour. Youth should be shown the right path to life. It is always better to stop them from becoming addict to drugs, but once became victims, efforts should be made with all seriousness to bring them back to normal life. As this Ministry is dealing with de-addiction centres, I request the Minister to give utmost importance to this and treat them with all attention and care it requires.

I would like to highlight some of the extraordinary work done by the West Bengal Government, under our leader, Kumari Mamata Banerjee, within a span of just three years, without much help from the UPA-II Government. For example, for minorities, lakhs of

scholarships and stipends were distributed; so also, loans were distributed; bi-cycles were distributed to girl students and houses were also constructed under Economically Weaker Section Scheme, namely *Geetanjali Prakalpa Own Land Own Home*. For the backward classes, lakhs of scholarships were distributed; book grants were given; hostels were provided; and bi-cycles were distributed. These could be achieved only with the visionary bend of mind of our leader, Kumari Mamata Banerjee, who wanted to ensure that the lot of poor and downtrodden are not left behind when we move ahead towards growth and development.

Urgent attention of the Ministry is also needed for removing the discrimination against Scheduled Castes, Scheduled Tribes, OBCs and other minorities. We come across such incidents almost every day in the print media. This has to be stopped. Otherwise, how can we say that we are a developing country and making great strides in every conceivable field?

With these words, I conclude.

[Translation]

*__SHRI HARISH CHANDRA CHAVAN (DINDORI):__ India possesses the largest road network in the world. Therefore, Hon. Prime Minister Shri Narendra Modi Ji has chosen a capable representative, Shri Nitin Gadkari Ji, to head the Ministry of Road Transport and Highways. In this Budget, an allocation of Rs. 34,000 to Rs. 40,000 crore has been made available for road projects, which is a significant achievement. While widening highways, a new technology is being adopted to ensure that trees are not felled. Under this technology, trees are uprooted and transplanted to other locations. This experiment has already been successfully implemented in Gujarat.

My area, Dindori, is adjacent to the borders of Gujarat. The State Highway originating from there, namely Vansda (Gujarat)–Bardipada–Surgana–Borgaon–Abhona–Kalwan–Deola–Umrane–Manmad–Nandgaon–Aurangabad, has a total length of approximately 315 kilometres. Another State Highway, Baghai (Gujarat)–Saputara (Gujarat)–Wani–Pimpalgaon–Niphad–Hivargaon–Vavi–Samarde–Kakdi–Shirdi, has a length of about 225 kilometres. Converting both these State Highways into National Highways has become a pressing

* Speech was laid on the Table.

necessity of the time. Most roads constructed under the National Highway Development Programme deteriorate even before the end of their stipulated time period. Such roads must be identified, and if contractors are found guilty, strict action should be taken against them.

In my Parliamentary Constituency of Dindori, there is an urgent requirement for funds from the Central Road Fund (CRF), as my constituency is a tribal area. Therefore, development here is extremely necessary. Travel on roads such as Wani–Dhodamba–Vadali Bhoy–Jopul–Bhoyegaon, Malegaon–Nandgaon–Aurangabad, Yevla–Paregaon–Nimgaon Madh–Mahalekhda–Bhingre–Neurgaon–Jalgaon Neur, Surgana–Balhe–Nanashi–Golshi–Phata, Surgana–Ambatha–Khuntvihir–Pimplesond–Hadkandsod, Jopul–Palkhed–Dindora, and Shribhuwan–Sabardara–Rokadpada is extremely difficult. Therefore, there is an immediate need to make funds available under the Central Road Fund, so that the people of this region may receive much-needed relief and development.

[English]

[*]**SHRI V. ELUMALAI (ARANI):** Hon'ble Chairman Sir, I thank Hon'ble Chief Minister of Tamil Nadu *Puratchithalaivi* Amma, for permitting me to take part in the discussion on demand for grants pertaining to Ministry of Social Justice and Empowerment. Hon'ble Amma is the living almighty and the General Secretary of AIADMK. All the programme meant for welfare of Scheduled Castes, Scheduled Tribes, Other Backward Classes, senior citizens, downtrodden and oppressed people are being implemented by Hon'ble Amma in Tamil Nadu. Particulalry, for the welfare of students belonging to SCs and STs and OBCs, Hon'ble Amma inaugurated Scouts and Guides mission at a cost of Rs.1.14 crore. Tube lights, fans and drinking water facilities are provided in 1096 Adi Dravida Welfare Schools in Tamil Nadu. Yoga training is being provided to them at a cost of Rs.16.80 crore. Sports competitions, Humanitarian week celebrations, community feasts and several progressive programmes are being implemented by Hon'ble Amma. All the students particularly SC and ST students are provided free and quality education in Tamil Nadu. Hon'ble Amma while announcing various measures in Tamil Nadu Legislative Assembly has allocated Rs.14,000 crore for department of

[*] English translation of the Speech originally delivered in Tamil.

education. All the students are given chappals, textbooks, uniform dresses, midday meal, bicycles and laptops free of cost. Besides scholarships, educational assistance of Rs.5000 and constant encouragement are provided to pursue further higher studies. Hon'ble Amma is the champion of social justice. Young women who studied upto 12th standard are provided 4 grams of gold and Rs.25,000 and those who studied up to diploma and degree level are provided four grams of gold and Rs.50,000 as marriage assistance. Hon'ble Puratchithalaivi Amma has opened Amma Unvagam-a canteen facility, first of its kind in the country for providing food at cheaper costs to poor people. People from other parts of the country and abroad have shown keen interest in starting Amma Unavagam in their places after witnessing its success. As an exemplary service to social justice and empowerment, Hon'ble Amma has implemented mid day meal scheme in all the temples of Tamil Nadu. Taking into view the future of the people, Hon'ble Amma has started rain-water harvesting in Tamil Nadu. This scheme is being followed in Gujarat taking inspiration from Tamil Nadu.

Hon'ble Prime Minister Shri Narendra Modi has acknowledged and appreciated the efforts of Hon'ble Puratchithalaivi Amma. Fisherman in Tamil Nadu belong to Other Backward Classes. These

fishermen can earn their livelihood only by way of fishing. Under the agreements of 1974 and 1976, Kachaththeevu was handed over to Sri Lanka and these innocent Tamil fishermen are being attacked and arrested by Sri Lankan Navy every day in international sea waters. Hon'ble Amma has been continuously writing letters to Hon'ble Prime Minister in this regard. This request had fallen on deaf ears. It is unheard and unsolved. Hon'ble Amma has objected to installation of floating buoys at the international boundary in sea waters. Kachaththeevu should be got back from Sri Lanka. This is the permanent solution. Kachaththeevu should belong to Tamil Nadu as it was in the past. My parliamentary constituency has six assembly constituencies. People of my constituency are dependent on agriculture and weaving. Infrastrucutre facilities should be developed. A silk park should be set up in Arani to protect the interest of weavers. Moreover they should be allowed to fix the price for their products and sell them.

[Translation]

*__DR. KIRIT P. SOLANKI (AHMEDABAD):__ I am grateful to the beloved Prime Minister, Shri Narendra Modi Ji, for demonstrating, in his very first address, the Government's commitment towards Dalits, tribals, backward classes and the poor. I would like to remind the House that the NDA Government, under the leadership of Hon. Shri Atal Bihari Vajpayee Ji, had declared 26, Alipur Road, New Delhi, where Babasaheb Dr. B.R. Ambedkar breathed his last, as a National Memorial. The NDA Government had acquired that private property and declared it a National Memorial, but thereafter the UPA Government made no progress on this matter. I would like to request the Ministry to ensure that a National Memorial is established at 26, Alipur Road, New Delhi. I am thankful to the Hon. Prime Minister and the Hon. Finance Minister for making a provision of Rs. 50,000 crore for SCs and STs in the General Budget. My demand is that the name of Dr. Babasaheb Ambedkar should be associated with welfare schemes meant for Dalits. I am grateful to the Government for the Vanbandhu Kalyan Yojana for the welfare of tribals. My demand is that a Bill for reservation in promotion should be brought before Parliament at the earliest. I also demand that the SC-ST Atrocities

* Speech was laid on the Table.

Bill, which has been referred to the Standing Committee, should be passed expeditiously. I further request that higher allocations be made for SCs and STs in the General Budget. I also demand that contractual jobs and outsourcing be curbed, as they have an adverse impact on constitutional reservation.

[English]

SHRI LADU KISHORE SWAIN (ASKA): Sir, I am thankful to you for having given me a chance to speak in this august House for the first time. Sir, we are discussing a comprehensive subject which covers poor, downtrodden, Scheduled Castes, Scheduled Tribes, disabled and persons belonging to weaker sections of society.

Sir, after 67 years of Independence, we have thought of social justice for the poorest and downtrodden people as also the Scheduled Castes and the Scheduled Tribes. In this country, a layman can show with his finger that this is the house of a *dalit* and it would be right. So, this is the condition of the neglected people of this country.

The Members of this august House know that the nation is full of diversified system of caste, class, race, culture, language, ethnicity, etc. and that also varies from State to State. For example, as per the latest Census, the Scheduled Tribes population constitutes 8.6 per cent of the total population of the country whereas in Odisha, the percentage of such population is 23 per cent. Eight districts out of 30 districts are having more than 50 per cent Scheduled Tribe population.

I would like to inform this august House that with the able and dynamic leadership of hon. Chief Minister, Shri Naveen Patnaik, a plethora of State-owned Plan Schemes and Programmes have been

initiated for all round development of our tribal people. To cite one such instance, in spite of negligent attitude of the Central Government towards KBK region, the implementation of Biju KBK Yojana has not only helped people of these tribal concentrated districts but has also immensely supported the livelihood base for their sustenance. But the initiative of the State Government alone is not enough. Hence, I have to request the Central Government to assist this poor State in this regard.

The Scheduled Castes population constituted 16.6 per cent of the total population and in Odisha, the share of such population is 9.2 per cent. So, we need more assistance for raising the standard of living of the poor people in our State.

Sir, I know that you will not allow me to vent all my feelings but I just want to cite two examples only to inform the hon. Members of this House as also the Government how the social justice is not reaching to every corner of this country. Twenty-five days back, a girl child of my Constituency, Aska, asked her father to give her Rs.10 to purchase paper and pencil but her father, a poor Scheduled Caste daily labourer could not afford to give her Rs.10 and his daughter committed suicide. So, this is the situation even after 67 years of

Independence. Therefore, the system should be changed to protect the lives of poor people.

[*]**DR. SATYA PAL SINGH (BAGHPAT) :** The Baghpat Lok Sabha constituency is having the worst conditions of the roads, rising unemployment and high rate of crime in the area. The area which was the best about 40 years back around Delhi it has become the most backward area today. It is only area which does not having national highway passing through it. I, therefore, request the hon'ble Minister of Highways to kindly give an approval to a National Highway starting from Delhi to Yamunotri on the bank of river Yamuna where land is not a problem. The National Highway if constructed will lead to the deepening and cleaning of the Yamuna river, development of waterways and water sports, and will be an ideal place for a smart new city near Delhi. The depth of the city will be 18 by 35 kilometers as compared to Nodia having 11 by 22 kilometers.

The project of National Highways and attendant development will create jobs for millions of people. During the tenure of Shri Atal Behari Vajpayee there was a proposal of declaring Delhi-Yamunotri Highways as National Highways. However, in Uttar Pradesh it remained a State Highway while Uttrakhand got the National Highway.

[*] Speech was laid on the Table.

I shall, therefore, be grateful if the Hon’ble Minister of Surface Transport and Highways could kindly give approval to this National Highways at the earliest and oblige the electorate of Baghpat Lok Sabha constituency.

[Translation]

*__SADHVI NIRANJAN JYOTI (FATEHPUR):__ In my Parliamentary Constituency of Fatehpur in Uttar Pradesh, and in the neighbouring districts, there is a pressing need to establish a 24-hour helpline for senior citizens. Awareness and proper care for the welfare of elderly parents and senior citizens are urgent necessities today. The condition of the elderly in villages is extremely distressing. Many of them are barely able to arrange even two meals a day.

There is an urgent need to intensify educational programmes for de-addiction in every district. Persons begging on roads and at crossroads should be identified and serious steps must be taken for their rehabilitation.

There is also a need to formulate and implement employment schemes for transgender persons. The voluntary organisations that are being provided assistance for delivering social security services must be subjected to strict monitoring.

Under the Deendayal Rehabilitation Scheme for persons with disabilities, camps should be organised in Fatehpur for the distribution of assistive devices and equipment. Employment and rehabilitation

* Speech was laid on the Table.

benefits for persons with physical disabilities should be ensured, and it should be guaranteed that scholarships reach all eligible beneficiaries.

People who have, for centuries, sustained their families by growing vegetables along riverbanks, fishing, and extracting sand and morang are today in a very pitiable condition. This is because their lands have been taken over, and sand and morang leases have gone into the hands of mafias. As a result, they are left with no option other than daily wage labour. For the economic, social and educational upliftment of these communities, there has long been a demand that castes such as Nishad, Kevat, Bind, Kashyap, Kahar, Rajbhar, Vatham, Mahua, Manjhi, Turha, Prajapati, Gaur, Bhar and Dhiwar, among others, be included in the Scheduled Castes category in Uttar Pradesh. However, no positive outcome has emerged so far. For their comprehensive development, there is an urgent need to include all these castes in the Scheduled Castes category at the earliest.

It should be ensured that the grants provided to voluntary organisations for the welfare of Backward Classes actually reach the needy. My district should also be extended the benefit of these schemes.

There is an urgent need for the immediate construction of hostels in every Government, semi-Government, and recognised intermediate colleges and degree colleges in my Parliamentary Constituency for all students, both boys and girls, who come from villages to pursue education. This should be completed at the earliest.

There is a need to ensure scholarships for all economically backward sections. Scholarships must be ensured for the children of persons engaged in insanitary occupations in Fatehpur, Banda, Mahoba, Hamirpur, Jalaun, Jhansi, Lalitpur and Kanpur Dehat.

Fatehpur should be included under the Pradhan Mantri Adarsh Gram Yojana. There is an immediate need to open old age homes in all tehsils of Fatehpur district. Respectable senior citizens in villages and towns are living their lives without proper shelter or medical care. Family members sometimes look after them only out of social compulsion. Arrangements should be made at the earliest to establish old age homes equipped with facilities for residence, food, and medical treatment.

Weak and needy persons in the districts of Fatehpur, Banda, Mahoba, Hamirpur, Jalaun, Jhansi and Lalitpur in Uttar Pradesh should be identified so that they may receive the benefits of all schemes being implemented by the Ministry of Social Justice and

Empowerment. Necessary arrangements should be ensured to make this possible.

Therefore, I would like to request that the above demands be included in the Demands for Grants of the Ministry of Social Justice and Empowerment and that the public be enabled to benefit from them.

[*]**SHRI KAUSHAL KISHORE (MOHANLALGANJ):** I would like to draw the attention of the Government and the House to the issue of social justice. Scholarships meant for Scheduled Castes and Scheduled Tribes are, in most cases, not reaching the students who are pursuing education. Even students belonging to Other Backward Classes are not able to receive scholarships in full. If the Union Government provides scholarship funds to the State Governments and entrusts them with their distribution, it cannot be said with certainty how the State Governments will act.

The Government of Uttar Pradesh is anti social justice. The present Government of Uttar Pradesh is anti Dalit and anti Other Backward Classes. In Uttar Pradesh, the amounts of pensions for Dalit widows, persons with disabilities and old age pension beneficiaries are extremely low, with even less than ten Percent of the eligible beneficiaries receiving them. The Government of Uttar Pradesh is strongly opposing reservation in promotion with seniority. As a result, many Dalit officers and employees in Uttar Pradesh have been denied promotion based on seniority, and social justice has not been done to them. Sir, through you, we demand that the following demands be fulfilled at the earliest.

---

[*] Speech was laid on the Table.

A Constitutional Amendment Bill should be passed in the Lok Sabha to provide reservation in promotion with seniority in Government services for Scheduled Castes and Scheduled Tribes, thereby ensuring permanent justice to SC and ST employees and officers.

The scholarship amounts for all students belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes should be increased and made available to all eligible students. The pension amounts for widows, persons with disabilities and senior citizens belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes should be increased and ensured for all. A law should be enacted to ensure reservation in proportion to population for Dalits and Other Backward Classes in foreign and domestic multinational companies. Reservation for students belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes should also be ensured in private institutions, IITs, engineering colleges, medical colleges and diploma institutions.

[English]

PROF. A.S.R. NAIK (MAHABUBABAD): Sir, I thank you for giving me this opportunity to speak on the Demand for Grant relating to the Ministry of Social Justice. This is a very broad subject and broad area but you have given a very little time to speak on this subject.

Anyhow, the concept of social justice is a revolutionary concept which provides meaning and significance to life and makes people live with dignity in the society. Social justice is the central issue of present day's aspirations of the people of this country.

The Constitution of India has promised to all its citizens social justice, economic justice and political justice. The founding fathers of our Constitution have incorporated several provisions relating to social justice both in the Fundamental Rights and the Directive Principles of State Policy. The successive Governments passed various Acts such as Protection of Civil Rights, Prevention of Atrocities against Scheduled Castes and Scheduled Tribes, etc. For protecting their rights, there is also Scheduled Castes and Scheduled Tribes Commission and other national advisory bodies are also there.

For example, in the erstwhile State of Andhra Pradesh there was no Chairman for the Commission on the Scheduled Castes and Scheduled Tribes for the last five and half years. That is the fate of the

persons belonging to the Scheduled Castes and Scheduled Tribes in that particular State.

The Ministry of Social Justice and Empowerment, Government of India is taking certain initiatives for implementation of the provisions in the law for achieving social justice. To name a few of them, they have taken up programmes pertaining to the Scheduled Castes, socially and educationally backward classes, denotified tribes, economically backward classes and senior citizens, but unfortunately all these schemes intended for these people are not yielding the desired results and are not meeting the expectations of these people.

The people belonging to the Scheduled Tribes have historically suffered. For instance, there have been continuous attacks and atrocities committed on these suppressed and oppressed communities in all these years by ignoring the concept of social justice. A sum of Rs. 25,000 crore have been allocated for the development of the Scheduled Castes and the Scheduled Tribes under the SC/ST sub-Plan but in most of the States, the State Governments are not utilising the funds for the development of the people belonging to the Scheduled Castes and Scheduled Tribes but are in stead diverting them for construction of flyovers and buildings. But I would like to submit here that within one and a half months of our State being formed, our leader

Shri Chandrasekhar Rao has taken some innovative programmes for the development of the tribals. He has started a scheme under which a village with a population of 500 people belonging to Scheduled Tribes will have a Gram Panchayat. It is a very important programme. I would like to put it as a suggestion to the Central Government for their consideration.

[Translation]

*__DR. VIRENDRA KUMAR (TIKAMGARH):__ The Demands for Grants of the Ministry of Social Justice and Empowerment are under discussion. Even earlier, during the tenure of the NDA Government, substantial work was carried out. On the initiative of Hon. Atal Ji, three provisions relating to promotion were restored, which was widely appreciated by the Scheduled Caste community. Even now, our Government has made several commendable efforts for the welfare of these sections of society. However, there is a need for initiatives in all Departments to fill the backlog vacancies. There is also a need for proper monitoring of the funds that are allocated for the development of their habitations. For higher education of their children, there is a need to provide financial assistance and fee support for medical and engineering education even in private colleges. In some States, certain castes are included in the Scheduled Caste category, but not in all States. For example, the Dhobi caste is included in the Scheduled Caste category in the Bhopal and Sehore districts of Madhya Pradesh, but not in the remaining districts of the State, nor in all States across the country. Similarly, the Khatik caste is included in the Scheduled Caste category in Madhya Pradesh, Uttar

* Speech was laid on the Table

Pradesh, Rajasthan, Punjab, Haryana, Delhi and Uttarakhand, but not in the remaining States of the country. For the economic, social and educational development of the children of Scheduled Castes, it is necessary that all such castes which are included in the Scheduled Caste category in some States should be included in the Scheduled Caste category throughout the country.

[English]

*__SHRI B.N. CHANDRAPPA (CHITRADURGA):__ I am grateful to our Congress President Shrimati Sonia Gandhiji and the Vice President, Shri Rahul Gandhiji for showering their blessings on me in selecting me as the candidate from the Chitradurga constituency of Karnataka. I am also thankful to my voters who have reposed faith in me by electing me as their candidate. I also express my gratitude to my seniors like Shri Mallikarjun Khageji, Shri K.H. Muniyappaji and Shri Siddaramaiahji for guiding me at every stage.

Our Constitution has mentioned about the development and empowerment of Scheduled Castes, Scheduled Tribes, Other Backward Classes, minorities, disabled and other social groups. There is a provision to bring them on par with the rest of the society. The Scheduled Castes constitute 16.2 per cent according to the 2001 census.

Education is the basic requirement and the most effective instrument of social empowerment. What we see is that there is a lot of problems created for releasing the grant that is given for running the resident school schemes for SCs and STs. Every time they are

* Speech was laid on the Table

posted one or the other query. The system needs to be streamlined so that the NGOs who are running this scheme are not made to run every time for getting the clearance.

Secondly, the greatest problem that is there in our country and also in my constituency is that of unemployed graduates. This is resulting in their adopting various other means for their livelihood. I would urge the Government to give enough encouragement to the unemployed graduates.

I would request the hon. Minister to kindly call the meeting of MPs state wise to sort out he bottlenecks that are there. This would help the Ministry to function in an effective way.

[Translation]

*__SHRI HUKMDEO NARAYAN YADAV (MADHUBANI):__ While participating in the discussion on the Demands for Grants of the Ministry of Social Justice and Empowerment, I wish to state that justice will prevail only when injustice is eradicated. There has been oppression based on birth as well as oppression based on economic status. Laws should be enacted to eliminate both forms of inequality. In order to ensure complete justice to Other Backward Classes and the Dalit community, an egalitarian society must be established. The reservation provided to them is not being properly implemented. Therefore, a law should be enacted to ensure that legal action is taken against those who fail to implement reservation. The root causes of inequality must be addressed. Out of agriculture, employment and trade, an individual should be allowed to pursue only one profession. Minimum and maximum limits should be fixed to regulate income. There should be a disparity of only one to ten. The Other Backward Classes Commission should be granted all the powers that are available to the National Commission for Scheduled Castes and Scheduled Tribes. The National Commission for Backward Classes should be given constitutional status and strengthened. It should be

* Speech was laid on the Table

provided with all facilities and powers at par with other constitutional commissions. The Chairperson of the National Commission for Backward Classes should be a distinguished person from the political or social field, and the law should be amended accordingly. To eliminate caste discrimination, inter caste marriages should be encouraged and provided protection. Inter caste marriage should be made mandatory for Government employment and other Government facilities. Gratitude should be expressed to the crores of backward, Dalit, poor and vulnerable people of the country for electing, for the first time, a person born into a poor, vulnerable and extremely backward class as the Prime Minister, and for giving him a full majority. Under the leadership of Shri Narendra Modi, the weak and poor sections will become strong, empowered and prosperous.

[English]

*SHRI R. DHRUVANARAYANA (CHAMARAJANAGAR) : I would like to express my views on the Demands for Grants discussions on Ministry of Social Justice and Empowerment. The country's actual inclusive growth involves effective implementation of social welfare schemes to empower the depressive community people.

We have more than 1.21 billion people in our country, out of which about 60% of the population constitutes Schedule Caste and other Backward Caste people. As a result, it is a primary duty for any government of this country to empower them through proper implementation of social welfare scheme.

Scheduled Castes population is 16.1% and Other Backward Classes population is about 45% and senior citizens population is about 7.5%. Today, these three community people are facing serious problems/challenges economically, socially and struggling every day to get the social justice. Unless government attains the proper attention towards these communities, welfare, growth of the country

* Speech was laid on the Table

can't be achieved. Even today majority (more than 70%) of the people belonging to these communities are below poverty line.

The Governments, right from country's independence have given proper attention in terms of effective schemes like "Right to Land", "Right to Education", "Right to Food", "Enforcement of land ceilings", "Housing for landless labourers" and "Abolition of bonded labour".

In last 10 years, UPA government budget allocation for social justice and empowerment has increased by almost three times i.e. during 2009-10, budget allocation it was Rs.2,585 crore and in 2013-14 budget allocation it was 6,725.32 crore (increase of 11.93 percent over the previous fiscal). This shows the commitment of UPA government for the welfare of deprived communities.

But budget allocation of FY 2014-15 is 6,212.74 crore which is Rs.513 crore less than the previous year budget allocation. It shows that NDA government is not in favour of deprived class people but it is with super rich and rich class people. This government is here not for the welfare of schedule castes and OBC's but for the welfare of rich people.

NDA government is least bothered on welfare of about 60% population of this country. It shows its dual standards on welfare of SC, OBC and Senior Citizens of this country.

Scheduled Caste community people are the most underdeveloped communities in this country. They have been denied from social justice, access to worship public places, access to clean water, access to education and are still suffering from atrocities against their women, and children's. Provid social justice, education and empowering them to be a part of main stream of this society is a primary job for every government of this nation.

Today, country is facing a major problem of increase in school drop outs. As per the recent survey about 40% (80 million) of India's children drop out of school before finishing 8th grade. In which 51% children's belong to Scheduled Castes (Dalits). This is not a good for any developing country. The root causes for increased dropout rates are many, like.

- Poor economic condition of families
- Poor infrastructure
- Practice of discrimination and untouchability in schools
- Migration of families for employment, etc.

Hence, I urge the Central Government to establish a dedicated residential schools for Dalits (Scheduled Castes) male and female children both in urban and rural India. This is utmost requirement of this hour. (Similar to Ekalavya schools)

Even dropout is much more at post matric school levels by Dalit students due to lack of financial support to continue their studies. Though Central Government is providing post matric scholarship but it is not fulfilling the requirement.

Due to inflation and increased price rate, students are over burdened by the extra boarding expenses, as a result students are dropping out from studies.

Hence, I urge the Central Government to

- To increase the Post Metric Scholarship Amount
- Periodic revision of scholarship amount by Central Government based on the scientific approach (inflation and price of commodities)
- Relaxation in income sealing limit to avail the benefit of Post Metric Scholarship (currently income ceiling limit is 2 lakhs per year and need to doubled.

- The current budget allocation for SC special component program is very much less and need additional budget (revised budget).

  Inclusion of any new castes under Schedule Caste list should be assessed thoroughly under National Commission for Scheduled Caste.

- The primary criteria for inclusion of any castes under Scheduled Caste list is “UNTOUCHABILITY” factor.

- Social status, economic conditions of the caste or community.

The budget allocation/support for National Scheduled Caste Development Corporation is very much less. The basic goal of helping Scheduled Caste community through financial help with this corporation can only be achieved through proper budget allocation/support.

Government should also initiate the program to provide the concession rate loans for Scheduled Castes graduates (engineering, diploma, professionals) to establish the new businesses through National Scheduled Caste Corporation.

Hence, I urge the government to reconsider its less budget allocation to this institution.

Nearly 45% of country's population consists of OBCs. Welfare of these classes is very much important factor for every government. The amount disbursing through Post Matric Scholarship for Other Backward Classes is very less than the actual cost. Hence, I request the government to revise the scholarship amount for these classes students.

The welfare of senior citizens of this country is a duty of every citizen of this country and fundamental duty of every government. There are about 7.5% of population consisting of senior citizens who more than 60 years old.

- Government should increase the amount of old age pensions to senior citizens.
- The medical expenses of these senior citizens should be ensured under medical insurance policy and a part of the premium should be paid by the government.
- I urge the Central Government to implement the Karnataka state government scheme (Manashwini) of providing pension for unmarried single woman's of more than 40 year

old. By this, we can commit ourself for the welfare of woman.

- Government should also initiate the scheme/program to provide the pension for Transgender people. Through which, we can assure the respectful life in this society and can avoid the sexual atrocities/exploitation against them.

  As per the published report these victim constitutes nearly 1% of the total population in this country. Government should not stop its responsibility only for the treatment but it should help them financially through concession/subsidized loans to rebuild the self-sustained carrier.

- The rehabilitation center's for the treatment of victims of substance abuse are reported to be under priviledged. Hence, government should rebuild/monitor these centers with advanced medical facilities for complete cure.

*__SHRI T.G. VENKATESH BABU (CHENNAI NORTH) :__ At the outset, I would like to express my sincere thanks to the Hon'ble Speaker/Chairman for giving me this opportunity to lay my speech on the Demand for Grants in respect of the Ministry of Social Justice and Empowerment for the year 2014-15.

This Department deals with the upliftment of oppressed classes of people in the society Viz. Scheduled Castes, Scheduled Tribes, socially and educationally Backward Classes (OBCs), persons with disabilities, senior citizens, etc. and every effort should be taken by the Government for their welfare. The enhanced allocation i.e. 163.84% for this department during the 12th Plan period from Rs.11,143 crore to 29,400 is reasonable and government should ensure that the fruits of various schemes should reach the targeted beneficiaries.

As regards pre-matric scholarship, eligible income ceiling in respect of OBCs students is meager i.e. Rs.44,500/- p.a. whereas in case of SC students, the income ceiling is Rs.2 lakh p.a. As per Mandal Commission's Report, the population of OBC is 52% but they do not get adequate benefits in all fields. Government should seriously reconsider their eligibility criteria in every aspect like admission in

* Speech was laid on the Table

school, colleges, higher education, employment, scholarships, etc. Likewise, economically weaker sections should also not to be neglected as they have no other ways and means to go.

In this connection, I would like to point out that there has been a long standing demand that the National Commission for Backward Classes(NCBC) which was constituted to look into the welfare of OBCs has not empowered with adequate powers, constitutional status and financial autonomy unlike National Commission for SCs and National Commission for STs. Here, I would like also to submit that the newly constituted Parliamentary Committee on the Welfare of Other Backward Classes in its First Report also recommended constitutional status to the NCBC. However, no concrete action has been taken by the Government in this regard. I shall, therefore, urge upon the Hon'ble Minister to take a firm view on the merits of the Committee's recommendations.

The population of senior citizens/elderly people in the country is about 8%. They have not enjoyed adequate protection. Incidents of killing of elderly people are reported from various parts of the country in recent years. They are not properly cared by their own family members also. Old age homes in the country are not extending necessary facilities to them and those are not affordable to many of

them. They should have assured income. Improving the health facilities to the older persons is also need of the hour. The existing number of 100 districts hospitals with 10 bedded wards for elderly should be increased to all districts in the country in order to cope with current requirements. A comprehensive law should be enacted by the Government to protect the rights of senior citizens.

Provision of financial assistance of Rs.2 lakhs to 3 lakhs to victims of rape helps to relieve the trauma suffered by them to some extent to a position of dignity and self-confidence.

Persons with disability alternately called 'Differently Abled Persons' should be given all kinds of assistance from the Government. As per 11th Plan, their population is about 5-6%. Though the Government has launched several schemes for their welfare, they are not properly reached to them. According to their needs, they should be given free wheel chairs, hearing aid and all other equipment for their education, welfare and livelihood. Government of Tamil Nadu under the leadership of Hon'ble Madam, Amma has given due recognition to the people belonging to these marginalized sections of society and they have given due preference in all fields viz. education, self-employment, etc.

[Translation]

*__SHRI KAUSHALENDRA KUMAR (NALANDA):__ This Ministry is the nodal Ministry entrusted with overseeing the welfare, development and empowerment of particularly vulnerable sections of society. Therefore, this Ministry is of great importance to our society. It assists in achieving faster and more inclusive development through the economic and social empowerment and educational advancement of socially vulnerable groups and marginalised sections of society. Hence, the Government needs to make comprehensive efforts in social infrastructure, skill development and women's empowerment, particularly to harness the potential of the young population. Merely allocating funds every year for existing programmes or announcing new schemes in the Budget will not be sufficient. What is required is the adoption of a robust, restructured and harmonised zero based budgeting approach for these schemes. I would like to specifically point out that some of the major schemes of the Ministry, such as girls' hostels and boys' hostels, require enhanced funding so that more hostels can be constructed and old and dilapidated hostels can also be reconstructed. Under the scholarship schemes for students belonging

* Speech was laid on the Table

to Scheduled Castes, Scheduled Tribes and Other Backward Classes, there is a need to increase the number of student beneficiaries.

I would like to particularly refer to Bihar and other backward States. One rarely comes across any family in society that can say that their children have ever received a scholarship from the Union Government or from the Ministry of Social Justice and Empowerment. Those who travel from village to village are well aware of the extremely difficult conditions in which children belonging to Scheduled Castes and Scheduled Tribes are living today. They require greater assistance, and the Government must ensure that such assistance actually reaches them in real terms. The Ministry implements some of its schemes through non governmental organisations. As it has been learnt, schemes implemented through NGOs are now being discontinued. I believe that while some NGOs may not function properly, there are many NGOs in our country that are doing commendable work. The Government should take their assistance.

In this Budget, very limited allocations have been made to the National Scheduled Castes Finance and Development Corporation and the National Backward Classes Finance and Development Corporation. These allocations are clearly inadequate and need to be

enhanced substantially. Similarly, there is an urgent need to provide increased financial support for schemes meant for persons with disabilities.

I would also like to draw the attention of the House to the Pradhan Mantri Adarsh Gram Yojana being implemented by this Ministry. This is an extremely significant and impactful scheme. Under this programme, the Department of Social Justice and Empowerment provides Central assistance for the creation of infrastructure in selected villages having more than 50 Percent population belonging to Scheduled Castes, thereby ensuring benefits for all residents of such villages. I submit that the scope of this scheme should be expanded considerably. All such villages in the States should be identified and brought under this scheme, and their development should be completed within a clearly defined time frame. If villages of this nature across the country are developed in a planned manner, the development of the nation will naturally be accelerated.

In conclusion, I would like to place on record an important concern. It has been observed that in several major social sector schemes, the funds allocated remain unutilised. This situation prevails, more or less, across all States. Therefore, it is also the

responsibility of the Ministry to ensure that the allocated funds are utilised effectively through phased, well structured and properly monitored programmes.

[English]

***SHRI KODIKUNNIL SURESH (MAVELIKKARA) :** First of all, I thank you for giving me an opportunity to lay my speech in the Hon. House in connection with the Demand of Grant for the Ministry of Social Justice and Empowerment. If the budget allotment is taken as a 'reflection of governments' commitment towards the cause of solving the problems of a particular section of society, then we can conclude that the government under Shri Narendra Modiji has no commitment towards the development of SC and other backward people in the country.

The Government has failed to protect the development needs of the millions of Scheduled Castes, OBC and differently abled people of the country. As per the 2011 Census, we have 16.6% of population belonging to Scheduled Caste, 8.2% Scheduled Tribes, 40.94% OBC and 2.21% differently abled people out of our total population. But a quick look on the budget allotment shows that the government has not given justice to this downtrodden and marginalized group in the society.

* Speech was laid on the Table

The Hon. Finance Minister in his haste to provide “Achche Din” to the industrialists and multi-national companies, had forgot ten Scheduled Caste and OBC. For SC development he had made an allotment of 0.34% of the plan funds, whereas under social security and welfare including schemes for differently abled, old age people, etc. the allotment is 0.030%.

The allotment for OBC, I am sorry to say is a miniscule 0.0057%. It is better to discard the department than giving this much money. A comparison of allotment by the present government for 2014-15 and the UPA Government during the last two years will show the commitment of both governments. For the welfare of SC during 2013-14 under UPA, revised budget was Rs. 3725.26 crore and 2012-13 it was 3664.00 crore. Whereas, in this budget it has been drastically reduced to Rs.1985.67 crore. The Hon. Minister may explain the reason for this drastic reduction and I urge that the allotment for SC welfare may be enhanced at least according to the level of 2013-14. Same is the situation of allotment of OBC welfare. During 2012-13 the allotment was Rs. 728.79 crore and 2013-14 Rs. 875.4 (revised budget) and 2014-15 the allotment is Rs. 33.18 crore. Definitely the Hon. House has the right to get an explanation from government for this gross reduction in funds for OBC welfare.

The allotment for social Security and Social Welfare also has been reduced to Rs. 174 crore from the last years Rs. 478 crore. We fail to understand the logic of the government. Is this social justice? I request government to consider this and increase the allotment for the Ministry of Social Justice and Empowerment, since it is the benefit directly going to the Scheduled Castes, OBC and other vulnerable groups from central government. It is a good move from the part of government that an amount Rs. 50,548.00 crore is proposed under the SC sub plan during this financial year. It comes around 8.79% of the total plan fund earmarked in the budget.

The allotment is very low considering the total population of SC/ST in the country (16.6%). I submit that the allotment may be made as per the population of scheduled caste and ensure equity in the distribution of resources. Moreover steps should be taken to ensure proper utilization of funds earmarked under SC Plan. The funds under SC sub plan is being misappropriated and diverted for other schemes and time and again the SC/ST members in Parliament are raising this issue in both the houses of Parliament. But there is no effective measure to counter this problem. There is no law to enforce punishment for diversion of funds to general schemes from SC Sub Plan. Therefore, I request government to initiate an Act of Parliament

to punish the guilty for misappropriating and for not utilizing the SC sub plan funds.

The middlemen play a decisive role in the implementation of SC development schemes. They manipulate the scheme for the benefit of other communities in collaboration with officials and political party leaders. There is no mechanism to ensure that the benefit of the scheme is going to SC people itself. Moreover, due to the lack of awareness among the SCs, it is very easy to cheat them. They are unable to articulate their own needs.

In this occasion I may draw the attention of the Hon. House to the scheme launched by Kerala Government called SC promoters. Educated SC youths were identified as a promoter and impart training to him/her on various welfare schemes/rules and regulations for the protection of SC, etc. and deploy them in their own area. They work with their own community and see that the scheme meant for SC are reaching them, no middlemen involved, and all schemes are implemented without wasting money, etc. Hence I request government to announce similar scheme under SC Sub Plan to be implemented across the country for the benefit of SCs.

May I take this opportunity to call the attention of the august House to the atrocities against scheduled caste people across the country, especially the atrocities against SC women and children?

Rape and sexual abuse is happening everyday. The police and judiciary are not pro-active in solving this problem. The victims are denied justice. I request government to set up special courts and fast track courts in all states to hear the cases of atrocities against SC/ST and for its time bound disposal. The situation of SC people in the country is quite vulnerable. Millions of people are not having even a cent of land and a shelter. The Government should consider the vulnerability of landless and homeless people and a Central scheme may be announced for providing land and house to the Scheduled Castes. The SC hamlets are not having basic facilities. There is no road, drinking water, houses, toilets, electricity, etc. The Government has announced the setting up of 100 smart cities, but forgot the hamlets of SC people who do not have even basic amenities. Hence, I urge the government to announce a central scheme for the Integrated Habitat Development focusing on self-reliant habitats of the SCs.

The educated SC youth of the country are not having employment. Unemployment is on the increase. There are various schemes by government for promoting self-employment for youth.

But SC youth are deprived of loans due to the issue of collateral security and high interest. Hence I urge government to announce interest free and collateral security free loans to the SC youths. Employment for SC youth is one of the major issues. Agriculture labour is the main occupation of them. They are ready to do agriculture. Unfortunately they do not have land. Whereas, hectares of cultivable land is lying as surplus land with government, private and with public sector undertaking. In order to provide employment to SC youths and to utilize the cultivable land, I propose that government may launch a scheme to take over surplus land to distribute to SC, 2-5 acres per family so that they will get economically engaged, as well as the agriculture production also will increase and in turn our GDP.

We all know that majority of the SC in the country are very poor and under the poverty line. Now-a-days, medical treatment has become a luxury and the SC people are the victim of that luxury. Many of the specialized services are available only with private sector. How the poor SC people will go to a private hospital. It is the duty of the government to ensure quality and specialized treatment of the poor people also. In order to provide quality and specialized health

facilities to the SC people, I urge government that a comprehensive medical insurance scheme may be announced for the treatment of SC.

In our country various communities are running educational institutions of their own. The minority communities have special privileges to run educational institutions. Whereas the SCs' do not have any special considerations to run such institutions. Hence I request government to give the privileges provided to minority institutions to the educational institutions run by SC/ST also. It will boost more people from SC community to come forward to start educational institutions and in turn will help in the higher education of SC people.

Government of Kerala has started an innovative scheme under SC development. The SC Development department has started a Medical College of its own. 70% of the seats of the medical colleges are reserved for SC students. The Medical seats for SC students have gone up due to this and lot of families in turn will benefit from this. In fact, it is a socio-economic development scheme. I request government that such type of schemes may be promoted by awarding special grants to state governments who are coming forward for setting up medical colleges and other professional institutions of SC. For quite some time there is a huge demand from the SC community

and Parliamentarians for the reservation for SC/ST for jobs in the private sector. Many a times, the SC youths are deprived of a chance to work in the private sector even though they are qualified, due to caste factors. Moreover jobs in government and public sector are falling. There is a tendency to employ the SC youth in the lower cadre only. SC/ST youths are facing a lot of discrimination. In order to overcome this situation, for inclusiveness and as a social commitment; government may initiate a bill in the Parliament to ensure reservation of SC/ST in jobs in the private and corporate sector.

May I invite the attention of government to another important problem of employment for SC. In government, we have reservation. But the vacancies are not filled up on time. The employees associations have pointed out that numerous vacancies reserved for SC/ST are lying vacant for want of recruitment. I urge government to immediately fill up all the vacancies reserved for SC/ST, including promotion posts through a special drive.

Judiciary is the one sector where the SC/ST participation is very less, especially in the High Court and Supreme Court. The judges in the lower courts are facing discrimination and other are given preferential treatment. The main reason is that, there is nobody in the higher courts to take up and argue their case. The representation of SC

judges is a rarity in higher courts. To overcome this situation, I suggest that proportional representation of SC may be ensured in the High Courts and Supreme Court through reservation.

Yesterday in the zero hour I have explained the issue of reservation of SC/ST employees in promotion. Since it is a major issue I raise it here also. The Constitution Amendment Bill for ensuring the reservation of SC/ST in promotion has been passed by the Rajya Sabha, and it is yet to be passed by Lok Sabha.

It may please be notes that the position of reservation of SC/ST in promotion depends on the verdicts of courts time and again due to the lack of a clear cut Act of Parliament. The problem can be solved if the Constitution Amendment bill passed by Rajya Sabha will be passed by Lok Sabha also.

In order to overcome the situation, a constitutional amendment is the only option. Hence I submit to government that the SC/ST reservation in promotion bill may be taken up for consideration and passing in the current session of Lok Sabha itself.

[*]**SHRI PREM DAS RAI (SIKKIM):** Sikkim is the best example of Social Justice & Empowerment implementation under the Hon'ble Chief Minister Chambling. All SC/ST/OBC/MBC and other and well provided with reservations in Schools, Higher education and jobs.

We also run different corporations giving loans at low cost. I request Minister to give adequate support to our State. During programme of our State under Chief Minister Youth Empowerment and Self Reliant mission may also be supported .

This is a very good model for the Central Government to scale up in the country.

[*] Speech was laid on the Table

*SHRI K.H. MUNIYAPPA (KOLAR) : Today's India's population of SC/ST is 25% of total population. Most of them are below poverty line. There is no proper quality education today after the independence of 65 years have passed. The standards of living of these communities are till today under the BPL level. The total India budget is Rs.17,94892 crores. The provision made for the SC/ST is totally Rs.50,548 crores Rs.50,000 is under the ST plan and under the STP it is Rs.32,387 crores. It, all put together is not more than about 4% of the total budget. It shows the NDA Government is not at all concerned for the development of the SC & ST community. I would like to give some suggestions for the development of SC & ST population.

At all district and tehsil level HQ, there must be residential schools to give quality education for the SC/ST students upto 12th standards, at least 200 students in each residential schools including boys & girls.

In all PSUs there must be reservation in employment under which 25% jobs should be reserved for SC/ST community. Even in the private sectors and industries, there should be 25% reservation in

* Speech was laid on the Table

employment for SC/ST and those who are getting assistance from the Government and Banks.

At least on public tenders of the works there must be 25% reservation for the SC/ST communities.

OBC and Economically weaker sections of all the section of the society should be provide suitable jobs and also assistance for economical development activities.

Finally, the dream of Mahatma Gandhi ji is freedom for the sake of education, social and economic equality for the last citizen of the county irrespective the religion, cast and creed. I, therefore, urge upon the government to make a proper plan for overall development of all the weaker sections of the society, who are below the poverty line.

[Translation]

*__SHRI BHAIRON PRASAD MISHRA (BANDA):__ I support and welcome the Demands for Grants of the Ministry of Social Justice and Empowerment for the current financial year. The schemes being implemented by the present Union Government for the poor will undoubtedly benefit the weaker sections. However, there is a pressing need for the Government to work with greater speed and sensitivity, as it is evident that the person standing at the very bottom of society has still not been able to move forward in a meaningful manner. While the relatively better off sections within these communities have been able to avail themselves of the benefits of Government schemes, a large number of people continue to live in dilapidated kutcha houses and huts. They lack even the most basic household utensils and are compelled to cook food in earthen pots. Many do not have adequate clothing and are forced to manage with a single set of clothes. In times of illness, their frail bodies are deprived of proper medical care and medicines. The benefits of welfare measures intended for them are either being appropriated by the more affluent sections within the same communities or are being siphoned off by corrupt officials and middlemen.

* Speech was laid on the Table

Therefore, I would like to submit that, in accordance with the principles of Pandit Deendayal Upadhyaya, the benefits of welfare schemes must first reach the poorest and most deprived sections of society. Only thereafter should such benefits flow to the relatively affluent sections. This Budget should incorporate effective mechanisms to ensure this prioritisation.

The Scheduled Castes and Scheduled Tribes Prevention of Atrocities Act was enacted to secure justice for these sections of society. However, it has been observed that, in certain instances, the Act is being misused as a means to harass opponents or to extract undue advantage. Due to fear of this Act, officials are often reluctant to take decisions or process files, even in cases that are false. In some instances, cases are registered at police stations merely on the basis of caste identity, even when no caste based abusive language has been used. Hence, while fully safeguarding the rights of genuine victims, appropriate provisions should also be made to prevent the misuse of this Act.

[*]**SADHVI SAVITRI BAI PHULE (BAHRAICH):** I extend my heartfelt congratulations to the Hon. Minister of Finance, Shri Arun Jaitley, for presenting a very balanced and development oriented General Budget under the leadership of the development oriented Hon. Prime Minister Shri Narendra Modi and the NDA Government. I pay my respects to those great leaders who transformed enslaved India into a free nation. I also bow to those visionaries who framed the Indian Constitution based on equality, liberty, fraternity and justice, under which the Executive, Judiciary and Legislature function. I feel immense pride when the proceedings of this House commence with the words of Jana Gana Mana, Bharat Bhagya Vidhata and Vande Mataram. Under the leadership of Hon. Shri Narendra Modi, the Budget presented by the Hon. Finance Minister for the benefit of one hundred and twenty five crore citizens of the country deserves appreciation. I welcome this Budget and congratulate the Hon. Minister of Finance for it.

Even after 69 years of Independence, there has been no significant transformation in the lives of the oppressed, backward classes, Scheduled Castes, Scheduled Tribes and other weaker sections of society. Being a Member from the Dalit community, I wish

[*] Speech was laid on the Table

to state in this House that the earlier Congress Governments have repeatedly deceived society by framing caste based policies while merely speaking of development. They misled the weaker sections by promoting activities such as pig rearing, goat rearing, sheep rearing and buffalo rearing, instead of providing them with meaningful avenues of progress. I would like to ask the Members of the Congress Party about their promise that employment would be provided through MGNREGA and that unemployment allowance would be given if work was not provided. In reality, neither employment was ensured through MGNREGA nor was any allowance paid. On visiting villages, it has come to light that fake MGNREGA job cards are created and village heads along with village development officers withdraw money from banks for their own benefit.

The education of children belonging to poor, weak and helpless sections is also being compromised. Children are neither being provided quality education nor are they being given clean and nutritious food under the Mid Day Meal scheme. Development of people belonging to Scheduled Castes, Scheduled Tribes, Backward Classes and other oppressed sections is being spoken of through schemes such as widow pension, ration cards, housing, toilets and the family benefit scheme, but the benefits of these schemes have not

reached the intended beneficiaries. The facilities provided by the Union Government for housing and toilets for the poor reach only about 30 Percent of the eligible persons. Whether it is housing or toilets, ration cards, job cards, widow pension, old age pension or marriage of girls, irregularities and scams are taking place in the name of all these schemes. I draw the attention of the Government to this issue and demand that a monitoring committee be constituted so that the benefits of these facilities may reach the poor and eligible persons. In the year 2002, a survey was conducted for the Below Poverty Line list. In that survey, the names of many people were left out, due to which poor persons have been deprived of the benefits of these schemes till date.

In accordance with the provisions of the Indian Constitution, I have had the opportunity to enter the largest Panchayat of the country by being elected from the reserved Parliamentary Constituency of Bahraich, which is situated along the border with Nepal. For this, I am grateful to the people of my Parliamentary Constituency. I would like to draw the attention of the Hon. Minister to my Lok Sabha Constituency of Bahraich. Our region is extremely backward. It is surrounded by rivers and forest areas. In the forest regions, there are neither proper roads nor culverts. Due to the absence of connectivity,

people of the area often fall prey to wild animals. There are neither hospitals nor adequate arrangements for schools in that region. While supporting the Budget, I would like to request the Hon. Minister to make arrangements for the establishment of hospitals and schools for children in the Bahraich region.

[*]**SHRI OM BIRLA (KOTA):** The vision of providing better road connectivity to lead India towards becoming a developed nation was conceived by our former Prime Minister, Shri Atal Bihari Vajpayee, who initiated the ambitious programme of connecting all four corners of the country, north, south, east and west, under the Golden Quadrilateral Scheme. Today, the most serious problem faced by vehicle users on national highways is the collection of toll tax far in excess of the actual cost of the projects. The time has now come to undertake a comprehensive review of the toll tax policy and its operational framework. The prevailing situation is such that private companies and contractors recover the entire project cost much before the stipulated period. Despite this, neither is the toll collection discontinued nor are the toll rates reduced. Furthermore, these companies are granted the right to collect toll for an additional period of 10 to 15 years. As a consequence, vehicles plying on highways are compelled to spend more on toll charges than on fuel, which is neither rational nor justified. In this context, I would suggest that four wheeled vehicles should be exempted from toll tax, and that toll collection from heavy commercial vehicles should be integrated with the permit system. A concrete action plan should be initiated to

[*] Speech was laid on the Table

gradually convert national highways into toll free corridors. Similarly, it is absolutely essential that local residents living within a radius of 30 kilometres of toll plazas are exempted from the payment of toll tax.

I come from the State of Rajasthan, which is the largest State in the country in terms of geographical area, yet it is still waiting for better highways. I would like to draw attention to some important projects of the State that are currently pending. The project for six laning of the National Highway connecting Delhi and Jaipur was awarded in March 2009 and was scheduled to be completed by November 2011. However, this project has not been completed till date and the said highway has now come to be known as a route of inconvenience. According to the Ministry of Road Transport, the Delhi–Jaipur–Mumbai National Highway No. 8 is the busiest highway in the country. Even so, the delay in the completion of this project clearly reflects the functioning of the then Government. It is therefore essential that the work on this highway is completed at the earliest. Under the East–West Corridor, the construction work of the hanging bridge over the Chambal River at Kota has remained suspended since the accident that occurred in December 2009. As a result, heavy vehicles travelling from Ahmedabad to Allahabad are being forced to pass through the city. I would like to thank the Hon.

Minister for issuing instructions to immediately resume the work on this hanging bridge. I would like to request the Hon. Minister to appreciate that the hanging bridge is the lifeline of Kota city. Its completion will help protect the city from frequent accidents. I therefore urge that the NHAI be directed to ensure that the construction of this hanging bridge is completed within the stipulated time frame. Further, a project worth Rs. 180 crore for a 22-kilometre northern bypass to connect the Kota–Lalsot Mega Highway with the Kota–Shivpuri Highway had earlier been approved. The Local Urban Development Trust, Kota, was appointed as the executing agency for this project. However, I have learnt that the said project has been cancelled due to failure to commence work within the prescribed time. I request that this project be re-approved so that, with the construction of an additional bypass, vehicles travelling on the Kota–Shivpuri route can be diverted through this bypass. In Kota city, the 7-kilometre stretch of NH-76 (new NH-27) from Dabi Tiraha to near Nanta is completely damaged. This is a crucial link road connecting the highway. Due to its severely deteriorated condition, vehicles entering Kota city from the highway face immense difficulty. Since this road falls under the jurisdiction of the NHAI, I request that it be reconstructed as a four-lane cement concrete road by the NHAI, so

that commuters and passengers do not face inconvenience. Lastly, the work on the National Highway connecting Kota to Madhya Pradesh via Jhalawar had been approved. While the stretch from Dara to Jhalawar is being constructed by the Rajasthan Public Works Department with the assistance of the NHAI, I would like to urge that immediate action be taken to commence construction of the road from Kota to Dara by the NHAI.

Several projects have not yet been completed. These include works on the Bhim to Parasoli stretch, Lambiya to Raipur via Jaitaran, Raipur to Jarusakheda, Nimbijodha to Medta via Degana, Bhilwara to Ladpur, Gulabpura to Uniara, Padhi to Dahod, and Karauli to Dholpur, among others, where construction is still ongoing. In addition, projects connecting Jodhpur to Phalodi, Phalodi to Pokaran, and Barmer to Sanchore are also under execution. Therefore, I would like to urge that all these projects be completed at the earliest so that the increasing mortality rate due to road accidents in the State can be checked and the cost of these projects can be kept under control. Similarly, the project to convert the 550-kilometre four-lane route connecting Kishangarh to Ahmedabad into a six-lane highway, with an estimated cost of Rs. 5,500 crore, has been pending since January 2013. Although the agreement for this project had already been

executed, the work has not commenced so far. This project should be started without further delay. The rising number of fatalities in road accidents is a matter of grave concern. Slip lanes should be constructed for villagers crossing highways so as to reduce accidents. To prevent accidents caused by wild animals crossing highways at night, proper barricading should be installed. Super-speciality hospitals and trauma hospitals should also be established to save those injured in road accidents, and these facilities should be equipped with a sufficient number of ambulances so that timely medical assistance can be provided. At the same time, plantation should be undertaken to maintain the beauty of highways and keep them green. The work of greening highways is undertaken at the time of construction itself. However, I have been informed that the work of plantation on the highway passing through Shivpuri, Kota and Udaipur up to Chittorgarh remains completely incomplete. I therefore urge the Hon. Minister to reconsider the toll policy and to remove the obstacles being faced in the construction of major highways in Kota and across Rajasthan, thereby honouring the unprecedented mandate given by the people of Rajasthan.

[English]

*__DR. BOORA NARSAIAH GOUD (BHONGIR):__ The Other Backward Sections (OBC) constitutes almost 50-60% of India's population and most of these people are engaged in traditional occupations like weavers, barbers, earth workers, washerman, toddy tappers, gold and black smiths, carpenters, etc. Since the technology development almost ruined the traditional occupations, most of these sections are left in lurch. Most of these sections are educationally, economically and socially backwards and as there are no constitutional protections to them, they are left in wilderness.

In the budget allocation of 2014-2015, there is no specific allocation to them. These sections are heartbroken. Most of these people commit suicides because of financial burden. The financial and skill development would have helped to improve their economic status by way of assistance to traditions, occupations, modernizations, marketing, etc. There is no financial assistance to OBC students on par with SC, ST and minority students.

I wish to demand grants to OBC sections at least to the extent of Rs.50,000 crores and these shall be used to give assistance to

* Speech was laid on the Table

modernization of the traditional occupations and marketing. Give scholarships, financial assistance to OBC on par with SC, ST community.

The OBC students who wants to pursue education in other countries shall be given the financial assistance. There shall be corporation for each traditional occupations like Toddy Development Board, Viswakarama Board, Nayi Brahman Board, etc. Most of OBC castes pursuing the traditional occupations, which are not considered very high in society are looked down upon and also subjected to abuse and caste calling. I demand OBC castes shall be given similar protections like SC, ST caste by way of legislation.

The Government of India goes with slogan of Ek Bharat-Shresta Bharat. If this has to happen, the OBC sections who constitute more than 50% cannot be neglected. When chai wala can become Prime Minister of India, the spirit of government shall be that crores of OBC population shall be treated with care and assistance. Just because OBC sections do not constitute the specific vote bank, they cannot be neglected.

With great power comes great responsibility. We expect yourself and Prime Minister of India put an end to discrimination of OBC

section who were neglected during congress government, since they did not fit in their vote bank politics.

[*]**SHRI MUTHAMSETTI SRINIVASA RAO (AVANTHI) (ANAKAPALLI) :** Social Justice is defined as "promoting a just society by challenging injustice and valuing diversity." Social justice is generally equated with the notion of equality or equal opportunity in society.

will come to the schemes of the Ministry. The main objective of the Special Central Assistance to Scheduled Castes sub-Plan is to give a thrust to the development programme relevant for economic development of Scheduled Castes living below the poverty line. I would like to know from the Minister how much Central Assistance has been provided to the Andhra Pradesh State under this scheme.

Post Matric Scholarship Scheme is to provide financial assistance to Scheduled Caste students to study at post-matriculation of post secondary stage to enable them to complete their education. I appreciate that the scheme provides for 100 per cent Central Assistance to the State Governments for implementing the scheme.

Now, I come to the implementation of PCR Act, 1955 and Prevention of Atrocities Act, 1989. Though the Acts are in place, atrocities against SCs and STs continue, particularly, in Uttar Pradesh,

[*] Speech was laid on the Table

Bihar and Haryana. I know that the Government is providing assistance for strengthening of SCs and STs Protection Cell and Special Police Stations and exclusive Special Courts. But how many States have these institutions in place. Will the Minister enlighten the House about this?

Regarding girls hostels, 100 per cent Central assistance is being provided for fresh construction and expansion of existing hostel building to State Governments. My state is a new state, I would request the Minister to provide liberal financial assistance for girls hostels and boys hostels.

I appreciate that pre-matric scholarship for children of those engaged in unclean occupations is being provided. It is good that there is no income ceiling under this scheme. When parents are engaged in unclean occupations that should be done away with and they should be provided alternative employment.

Then, assistance to Voluntary Organisations for welfare of SCs is also a welcome measure. This will give further fillip to the socio-economic development of Scheduled Castes.

Another important scheme is self-employment scheme for rehabilitation of scavengers. This scheme aims at rehabilitation of remaining scavengers and their dependents in a time bound manner.

Under the scheme, loan, subsidy and training are provided to the beneficiaries for gainful self/waste employment. I welcome this scheme.

Pradhan Mantri Adarsh Gram Yojana was announced in the Budget of 2009-10. The scheme covers 1000 villages with more than 50 per cent SC population. Rs.20 lakhs per village is provided as gap-filling Central assistance. Will the Minister inform us how much amount has been given to the Andhra Pradesh State? I also welcome other programmes for welfare of Scheduled Castes (OBC); and pre-matric scholarship for Other Backward Classes OBC. The provisions cover upgradation of merit of SC students. Ambedkar Foundation, Dr. B.R. Ambedkar National Centre and meeting establishment expenditure on National Commission for SCs and National Commission for Safai Karmacharis.

Here are other programme for Other Backward Classes: Deendayal Disabled Rehabilitation Scheme, Aids and Appliances for the Handicapped, Schemes for implementation of Persons with disability, scheme of employment of physically challenged, post matric scholarship for students of disabilities.

For senior citizens, there is a scheme called assistance to voluntary organizations for old age homes and construction of old age homes for indigent senior citizens.

I think if these schemes are implemented in letter and spirit, we will be providing social justice to the society.

The NDA Government is two months old. I hope the new Minister in the Ministry will be vibrant and dynamic in rendering social justice to the people in the near future.

With these words, I support the Demands for Grants of the Ministry.

[*]**DR. A. SAMPATH (ATTINGAL):** I oppose the Demand for Grants of the Ministry of Social Justice & Empowerment. The actual expenditure percentage wise is coming down. While it was 92% in 2011-12, it decreased to 82% in 2012-13.

Of course, the Constitution in its Articles such as 38, 41, 46, 47, 366(24), 341, 17, 338, 340, 15, 16 etc speak about social justice. But mere rhetoric do not provide any justice at all.

The representation of other Backward classes are very poor in the Public Sector Enterprises. It is only 15%.

Our population above the age of 60-80 years are going to jump 326% to 700% in 2050. So, we need a comprehensive policy for the welfare of Senior citizens. Their pension should be increased to Rs 1,000/-. More old age homes are needed to take care of these citizens.

[*] Speech was laid on the Table

[Translation]

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI THAAWAR CHAND GEHLOT): Hon. Chairperson, I thank you. I am pleased to state and I express my gratitude to this House. I have been a Member of the Lok Sabha four times since 1996, and until now, I have neither seen nor heard of a discussion ever having taken place on the Ministry of Social Justice and Empowerment. Therefore, I convey my thanks to all Hon. Members. Six Hon. Members have placed their views on record. As time is limited, I may not be able to respond to each one separately. However, I would certainly like to state that with regard to the issue of the Scheduled Castes Sub-Plan that has been raised, it has undoubtedly been observed and heard on several occasions in the past that schemes are formulated for the welfare of the Scheduled Castes, funds are sanctioned, but subsequently diverted and utilised for other purposes. I assure the House that such practices will not be allowed in the future. For this purpose, we will strengthen the control mechanisms and also make efforts to fix accountability.

My Department implements schemes related to Scheduled Castes, Other Backward Classes, senior citizens, persons with disabilities, destitute persons, and de-addiction. On this occasion, I

would like to briefly speak about some of the new initiatives that we are endeavouring to introduce.

17.49 hrs.

(Hon. Speaker *in the Chair*)

I would certainly like to state that the work carried out so far in this Department has not been satisfactory. In almost every initiative, shortcomings of one kind or another have been observed. There are discrepancies in scholarships, whether related to income limits or variations in the amounts provided across different States, and we will make efforts to rationalise these. A decision had earlier been taken to constitute a Commission for the nomadic and semi-nomadic communities, and we are taking further steps in that direction as well.

At the same time, we will endeavour to further streamline the policy for senior citizens in order to protect their interests. At present, there are seven categories of persons with disabilities. We are expanding these to nineteen categories. In our country, mental, intellectual and physical disabilities are prevalent. For those who are unable to see due to visual impairment, provisions have been made in the Budget to address their needs. Our Hon. Prime Minister and Hon. Finance Minister have also directed us to formulate schemes in this regard. To promote education through the Braille system, we will

establish Braille presses. At present, their number is very limited. We propose to set up fifteen major Braille presses at fifteen locations. The issue of constituting a National Commission for persons with disabilities has been under consideration for a long time, and we will work towards this as well. Alongside this, there are provisions to extend educational facilities to students, in addition to scholarships. Often, students study in private schools or private colleges, and although loan facilities are available for education, they face considerable difficulties in accessing such loans. Therefore, with the objective of enabling such students to receive support and become entrepreneurs, a Venture Capital Fund has been established, and a provision of Rs. 200 crore has been made for this purpose in the present Budget. I believe this will be of substantial benefit.

A point was raised that budgetary provisions should be made in accordance with the population of the Scheduled Castes. This has already been an established norm; however, until now, the allocation has never exceeded 9.57 percent. In the present Budget, there has been a slight increase, but even this has not crossed 10 percent. We will make sincere efforts to ensure strict compliance with the norms that have been laid down. I would also like to share a positive development with the House. In place of the Ambedkar Foundation, we shall very

soon establish the Dr Ambedkar International Centre. Within the next two to three months, construction work on this Centre will commence, with an estimated cost of Rs. 200 crore.

A law was enacted in 2013 to protect persons engaged in manual scavenging and to ensure the complete eradication of this inhuman practice. We are taking concrete and effective steps to implement this law in both letter and spirit.

Persons with disabilities also have a keen interest in sports. However, due to physical limitations, they are often unable to participate effectively, despite having talent. Therefore, we propose to establish specialised sports institutions for persons with disabilities. The Hon. Chief Minister of Punjab had personally visited and expressed interest in this initiative. If other States also wish to implement similar programmes within their jurisdictions, the Union Government will extend full cooperation. As I have already mentioned, we will also establish Braille presses so that persons who are blind or visually impaired may have proper access to reading and writing facilities. This initiative will be expanded further in the coming period.

It has also been announced that Braille markings will be introduced on currency notes. At present, visually impaired persons

face considerable difficulty in identifying currency notes. With the introduction of embossed Braille symbols, they will be able to recognise and use currency with far greater ease.

Plans for establishing old age homes for senior citizens also fall within the purview of our Department. So far, efforts have been made to provide such facilities in the form of old age ashrams. However, the kind of facilities that senior citizens should receive in these institutions are often not available. Many elderly persons feel a sense of distress, as they believe they did not receive respect at home, and even after coming to an old age ashram, they do not find a congenial or dignified environment. We propose to establish modern senior citizens' homes, where facilities for reading and writing, recreation, sports and other activities will be provided. We will also endeavour to address the physical limitations that arise with age and take appropriate measures to mitigate them.

We have also contemplated the establishment of three new institutions for persons with disabilities. We propose to set up an institute for universal and inclusive design. A national-level institution for mental health and rehabilitation will also be established. I have already informed the House about our plan to set up sports institutions for persons with disabilities.

I have been informed that I must conclude within ten minutes, as another Department is to be taken up at six o'clock. I had much more to say. The cut motions that were listed perhaps have not been moved. Therefore, I am not required to respond to them. Had they been moved, I would have addressed them. However, I may still say this. ...*(Interruptions)*

I once again express my gratitude to all Hon. Members and, while thanking the House, I would like to request that the Demands for Grants of the Ministry of Social Justice and Empowerment be approved.

[English]

SHRI K.H. MUNIYAPPA (KOLAR): I would like to place before the hon. Minister of Social Justice and Empowerment that the hon. Finance Minister in his Budget speech has mentioned that the total allocation is Rs. 17,94,892 crore. For the Scheduled Castes, the allocation is Rs. 50,548 crore and for the tribal plans it is Rs. 32,382 crore. The total, both of them put together, is not more than 4.62 per cent. The population of Scheduled Castes and the Scheduled Tribes is nearly 25 per cent, but the allocation for them is less than five per cent. They are lagging behind in education and employment. Apart from the Scheduled Castes and Scheduled Tribes, we have people who belong to weaker sections of the society. The number of people living below the poverty line is 37 per cent, which is about 50 crores of the population. Hon. Finance Minister and the Minister of Social Justice and Empowerment are present here. I urge upon the Government to see that some more funds are made available for the development of these people.

SHRI KADIYAM SRIHARI (WARANGAL): Even after 67 years of Independence, the Scheduled Castes and the Scheduled Tribes are lagging behind in all the development parameters when compared to others. To overcome this, we have contemplated Scheduled Caste Sub

Plan and Tribal Sub Plan. As per the SCSP or TSP, we have to allocate funds as per their population. As per the 2011 census, the population of Scheduled Castes is 16.8 per cent and that of Scheduled Tribes is 8.7 per cent. The total comes to 25.5 per cent. But in this Budget they have allocated only 14.5 per cent. Where are we going?

18.00 hrs.

I am only requesting the hon. Minister to tell me whether there is any proposal with the Government of India to bring in a legislation for SCP and TSP so that the Government of India and the States allocate funds to the Scheduled Caste and the Scheduled Tribe people as per their population and those funds are not diverted. This is my question.

[Translation]

HON. SPEAKER: If the House so agrees, we may extend the proceedings of the House by one hour.

SEVERAL HON. MEMEBERS: Yes.

HON. SPEAKER: The sitting of the House is extended by one hour.

[English]

SHRI N.K. PREMACHANDRAN: My specific question to the hon. Minister is this. If we examine the percentage of expenditure in respect of the funds earmarked for the Scheduled Castes and the Scheduled

Tribe people in almost all the States, it is very meager and it is very low. I would like to know from the hon. Minister whether a quasi-judicial authority will be constituted so as to oversee or monitor the expenditure in each and every State and to make sure that the amount which is allocated for the welfare of the Scheduled Caste and the Scheduled Tribe people is utilized in a proper manner.

[Translation]

SHRI THAAWAR CHAND GEHLOT: Madam Speaker, I do not think that there is any necessity to constitute a Commission or such a body for this purpose. The Union Government remains in continuous contact with the States and makes sustained efforts in this regard. Meetings are held with State Ministers as well as with State Secretaries. Our officers visit the States, hold meetings with them, and also maintain correspondence. We endeavour to ensure that the entire allocated amount is duly spent and that there is no shortfall in expenditure. This is the procedure that we have been consistently implementing across all schemes.

HON. SPEAKER: I shall now put Cut Motions together to the vote of the House.

The cut motions were put and negatived.

HON. SPEAKER: I shall now put the Demand for Grant relating to the Ministry of Social Justice and Empowerment to the vote of the House.

> "That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2015, in respect of the heads of Demands entered in the Second column thereof against Demand Nos. 90 and 91 relating to the Ministry of Social Justice and Empowerment."

The motion was adopted.

HON. SPEAKER: The Demand for Grant relating to the Ministry of Social Justice and Empowerment is passed.

18.03 hrs.

SUBMISSION OF OUTSTANDING DEMANDS FOR GRANTS TO THE VOTE OF THE HOUSE (GUILLOTINE)

HON. SPEAKER: The House will now take up Item No.16. Yes. Members, Cut Motions to the Outstanding Demands for Grants have been circulated. Due to paucity of time - There was little time.[English] - I am treating all the Cut Motions to the Outstanding Demands as moved.

HON. SPEAKER: Hon. Members would appreciate that we have a very limited time at our disposal. Therefore, I shall put all the Cut Motions treated as moved together to the vote of the House.

PROF. SAUGATA ROY (DUM DUM): Madam, is it possible to put all the Cut Motions together to all the Demands? I ask this because you have to read out every Demand one by one. So, you may mention at the time of reading the Demands that there are Cut Motions which you are putting to the vote of the House. How can you club all the Cut Motions to 104 different Demands for Grants together?

[Translation]

HON. SPEAKER: I have already stated that I have very limited time at present. All these have already been provided. Everybody knows it.

… (*Interruptions*)

HON. SPEAKER: I shall now put all the Cut Motions to the Outstanding Demands for Grants treated as moved to the vote of the House.

The Cut Motions were put and negatived.

HON. SPEAKER: I shall now put the Outstanding Demands for Grants relating to the Ministries/Departments to the vote of the House.

The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2015, in respect of the heads of Demands entered in the second column thereof, against:-

(1) Demand Nos. 1 to 3 relating to Ministry of Agriculture;

(2) Demand Nos. 4 and 5 relating to Department of Atomic Energy;

(3) Demand Nos. 6 to 8 relating to Ministry of Chemicals and Fertilizers;

(4) Demand No. 9 relating to Ministry of Civil Aviation;

(5) Demand No. 10 relating to Ministry of Coal;

(6) Demand Nos. 11 and 12 relating to Ministry of Commerce and Industry;

(7) Demand Nos. 13 to 15 relating to Ministry of Communications and Information Technology;

(8) Demand Nos. 16 and 17 relating to Ministry of Consumer Affairs, Food and Public Distribution;

(9) Demand No. 18 relating to Ministry of Corporate Affairs;

(10) Demand No. 19 relating to Ministry of Culture;

(11) Demand Nos. 20 to 27 relating to Ministry of Defence;

(12) Demand No. 28 relating to Ministry of Development of North Eastern Region;

(13) Demand No. 29 relating to Ministry of Drinking Water and Sanitation;

(14) Demand No. 30 relating to Ministry of Earth Sciences;

(15) Demand No. 32 relating to Ministry of External Affairs;

(16) Demand Nos. 33, 34, 36, 37 and 39 to 45 relating to Ministry of Finance;

(17) Demand No. 46 relating to Ministry of Food Processing Industries;

(18) Demand Nos. 47 to 50 relating to Ministry of Health and Family Welfare;

(19) Demand Nos. 51 and 52 relating to Ministry of Heavy Industries and Public Enterprises;

(20) Demand Nos. 53 to 57 and 98 to 102 relating to Ministry of Home Affairs;

(21) Demand No. 58 relating to Ministry of Housing and Urban Poverty Alleviation;

(22) Demand Nos. 59 and 60 relating to Ministry of Human Resource Development;

(23) Demand No. 61 relating to Ministry of Information and Broadcasting;

(24) Demand No. 62 relating to Ministry of Labour and Employment;

(25) Demand Nos. 63 and 64 relating to Ministry of Law and Justice;

(26) Demand No. 66 relating to Ministry of Micro, Small and Medium Enterprises;

(27) Demand No. 67 relating to Ministry of Mines;

(28) Demand No. 68 relating to Ministry of Minority Affairs;

(29) Demand No. 69 relating to Ministry of New and Renewable Energy;

(30) Demand No. 70 relating to Ministry of Overseas Indian Affairs;

(31) Demand No. 71 relating to Ministry of Panchayati Raj;

(32) Demand No. 72 relating to Ministry of Parliamentary Affairs;

(33) Demand No. 73 relating to Ministry of Personnel, Public Grievances and Pensions;

(34) Demand No. 75 relating to Ministry of Petroleum and Natural Gas;

(35) Demand No. 76 relating to Ministry of Planning;

(36) Demand No. 77 relating to Ministry of Power;

(37) Demand No. 79 relating to Lok Sabha;

(38) Demand No. 80 relating to Rajya Sabha;

(39) Demand No. 82 relating to Secretariat of the Vice-President;

(40) Demand Nos. 84 and 85 relating to Ministry of Rural Development;

(41) Demand Nos. 86 to 88 relating to Ministry of Science and Technology;

(42) Demand No. 89 relating to Ministry of Shipping;

(43) Demand No. 92 relating to Department of Space;

(44) Demand No. 93 relating to Ministry of Statistics and Programme Implementation;

(45) Demand No. 94 relating to Ministry of Steel;

(46) Demand No. 95 relating to Ministry of Textiles;

(47) Demand No. 96 relating to Ministry of Tourism;

(48) Demand No. 97 relating to Ministry of Tribal Affairs;

(49) Demand Nos. 103 to 105 relating to Ministry of Urban Development;

(50) Demand No. 107 relating to Ministry of Women and Child Development; and

(51) Demand No. 108 relating to Ministry of Youth Affairs and Sports.

18.10 hrs

APPROPRIATION (NO. 3) BILL, 2014*

HON. SPEAKER: The House will now take up Appropriation Bill.

THE MINISTER OF FINANCE, MINISTER OF CORPORATE AFFAIRS AND MINISTER OF DEFENCE (SHRI ARUN JAITLEY): Madam, I beg to move for leave to introduce a Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-2015.

HON. SPEAKER: The question is :

> "That leave be granted to introduce a Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-2015."

The motion was adopted.

* Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 23.07.2014

SHRI ARUN JAITLEY: I introduce [**]the Bill.

HON. SPEAKER: The Minister may now move that the Bill be taken into consideration.

SHRI ARUN JAITLEY: Madam, I beg to move:

> "That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-2015, be taken into consideration."

HON. SPEAKER: The question is:

> "That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-2015, be taken into consideration."

The motion was adopted.

[**] Introduced with the recommendation of the President.

HON. SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 to 4 stand part of the Bill."

The motion was adopted.

Clauses 2 to 4 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

HON. SPEAKER: The Minister may now move that the Bill be passed.

SHRI ARUN JAITLEY: Madam, I beg to move:

"That the Bill be passed."

HON. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

———

HON. SPEAKER: We will now take up ‘Zero Hour’.

[Translation]

SHRI TAMRADHWAJ SAHU (DURG): Hon. Speaker, through you, I wish to place before the House my views regarding local recruitment in the Bhilai Steel Plant.

Madam Speaker, I am raising before this House an issue whose impact will extend to public sector undertakings across the entire country. At present, in the Bhilai Steel Plant, whose annual capacity has been expanded from five million tonnes to nine million tonnes, adequate opportunities have not been provided to local people in new recruitments.

18.14 hrs.

(Prof K.V. Thomas *in the Chair*)

Sir, in reality, public sector undertakings, in the name of recruitment at the national level, often make appointments on the recommendations of senior officers, whereas today a large number of highly educated youth are also available at the local level. Large industries and mining activities in a State have a direct impact on the local population, ranging from environmental pollution to changes in the social structure. In such a situation, if there is no clear policy in

favour of local recruitment while providing employment, the concerned region feels deprived and neglected. Through you, I would like to draw the attention of the Union Government to this issue, so that a provision can be made to accord priority to local persons in recruitment to public sector undertakings.

[English]

HON. CHAIRPERSON: Shri Rajiv Pratap Rudy - not present.

[Translation]

SHRI NISHIKANT DUBEY (GODDA): Hon. Chairperson, the report of the Raghuram Rajan Committee has been released, and it states that there are certain States which have remained backward and whose development is necessary. The eastern region, including the States of Bihar, Jharkhand, Odisha, West Bengal and eastern Uttar Pradesh, falls in this category. In these regions, on 6 July 2007, GAIL had taken a decision to lay a gas pipeline, which was announced as the Jagdishpur–Haldia pipeline. The estimated cost of this project was around Rs. 8,000 crore. However, seven years have passed and, to date, nothing has been done regarding this pipeline. Due to the non-implementation of this pipeline, the people of this entire region are facing serious difficulties. They are suffering because there is a shortage of fertilisers in our country, and if the revival of the fertiliser

sector is to take place, the Jagdishpur–Haldia pipeline, which we have heard is proposed to be renamed as the Haldia–Phulpur pipeline, is essential. This pipeline would cover Sindri in Jharkhand, Gorakhpur, Barauni and Durgapur. There is another pipeline, the SPPL, which was announced in 2012, connecting Paradip Phosphate and FCI Talcher. Apart from this, due to the existing shortfall, whether it is the Durgapur Steel Plant, Bokaro or Bhilai Steel Plant, or the IOC refineries, whether at Barauni or Haldia, or the city gas distribution proposed for 333 cities, which includes my city Deoghar as well as the Hon. Prime Minister's Parliamentary Constituency of Varanasi, all these projects depend on the availability of this pipeline. Therefore, if this pipeline is not constructed, or if the Look East Policy of the Union Government, under which it is stated that this region will be developed, is to be implemented in letter and spirit, then the construction of this pipeline must be undertaken at the earliest. Through you, this is my humble submission.

[English]

HON. CHAIRPERSON: Shri P.P. Chaudhary associated himself with the matter raised by Shri Nishikant Dubey.

SHRI CHHOTELAL (ROBERTSGANJ): Hon. Chairperson Sir, I wish to draw the attention of the House to the deteriorating law and

order situation in Uttar Pradesh. Incidents of loot, murder and rape are occurring frequently in the State, creating a situation akin to jungle raj.

In Uttar Pradesh, the police and Sub-Inspectors of the State Government are, on a daily basis, falsely implicating members of the Nishad and Mallah communities, poor Dalits, tribals, and BJP workers in fabricated cases. They also cast evil eyes on poor Dalit women and abuse them using caste-based derogatory words, which is gross injustice. Such actions will encourage Naxalism, which is not desirable. This is a very serious matter.

Sir, in this connection, when I was on a regional tour on 20.07.2014, I was informed by villagers that in Sonbhadra district, the Circle Officer of Obra and the Sub-Inspector of Jugail Police Station, along with other police personnel and at the behest of henchmen belonging to a dominant caste, forcibly took people of the Nishad community from Chauragaon Agori to the police station, brutally assaulted them, falsely implicated them in cases, and sent them to jail. The entire family is wandering from place to place out of fear. Since the time of elections, BJP workers have been falsely implicated in cases, and after their defeat, the pace of such false cases has increased further.

Out of the 26 police stations in Sonbhadra district, 20 police stations have Station House Officers belonging to one particular caste. Moreover, the Superintendent of Police and Circle Officers of Sonbhadra district also belong to the same particular caste, whereas Sonbhadra is a district dominated by Dalits and tribals. Robertsganj Parliamentary Constituency, located in Sonbhadra district, is the only Parliamentary Constituency in India where the boundaries of four States meet, namely Chhattisgarh, Jharkhand, Bihar and Madhya Pradesh.

Therefore, through the House, I demand from the Hon. Minister of Home Affairs that a Central high-level inquiry committee be constituted to assess the entire incident that occurred in Sonbhadra, Uttar Pradesh, and that time-bound action be taken on the basis of the above facts, so that Uttar Pradesh can be freed from jungle raj and justice can be delivered to the people.

DR. RAMESH POKHRIYAL NISHANK (HARIDWAR): Hon. Chairperson, Sir, kindly let me know how much time I will be given to speak..

[English]

HON. CHAIRPERSON: I am very sorry. This is not the way. We have extended the time by one hour. We have got about 20 Members yet to speak. Usually you get about one to two minutes. Within that time you have to adjust. So, you have to confine yourself to one to two minutes.

[Translation]

DR. RAMESH POKHRIYAL NISHANK: Sir, if such a short time is allotted, then I feel there is no point in speaking at all. We remain seated from morning till evening only with the hope that we may get four to five minutes to speak on an important issue. If such time is not to be given, then I would rather sit down. If this is not possible, then there is no benefit in speaking; it should not be merely a formality.

Sir, I would like to state that Uttarakhand, from the point of view of tourism, is a heaven on earth; from a spiritual perspective, it is the capital of the world; and from a cultural standpoint, it is the lifeline of the nation. Millions of people from across the world visit Gangotri,

Yamunotri, Badrinath, Kedarnath, Hemkund and Kailash Mansarovar. Last year, the massive tragedy at Kedarnath shook the entire country. People from 24 States of the country, numbering more than 20,000, lost their lives. Those who somehow managed to save their lives and fled to the mountains were not rescued in time and were forced to die due to hunger, thirst and biting cold. Hundreds of skeletons are still being found in the forests there. This is clear evidence of the gross mismanagement and insensitivity of the Uttarakhand Government. Due to grave mistakes and lapses on the part of the State Government, in many families not even a single person has survived. The road routes remain in the same condition even today.

[English]

HON. CHAIRPERSON : Please sit down. Nothing will go on record.

(Interruptions) ...[*]

[*] Not recorded.

[*]**SHRI RAMESWAR TELI (DIBRUGARH) :** Hon'ble Chairman Sir, I have been elected from the Dibrugarh Lok Sabha constituency. This is my maiden speech in the House. The river Brahmaputhra which flows near the Lahowal assembly constituency in Dibrugarh district, has caused severe erosion. About nine kms. of land have been submerged in the river due to erosion. Unabated erosion has caused submersion of a number of schools, hospitals, tea gardens and villages. The Government, although, has constructed small dams in the 2.5kms. area yet more than 6 kms. area is needed to be covered by such dams. An estimate has already been submitted to the Ministry of Water Resources. I, therefore, urge upon the Hon'ble Minister Uma Bharatiji through this august House to release the estimated amount of Rs.74 crores immediately.

SHRI T.G. VENKATESH BABU (CHENNAI NORTH): Sir, in my Constituency, there is a long pending Ennore-Manali Raod Improvement Project by the NHAI. It was originally conceived in 1998 with an estimated cost of Rs. 150 crore. This project envisages improvement of 30 kilometres road network in North-Chennai which connects all the container freight stations that can handle containers for the Chennai port. This project is vital not only for the future

[*] English translation of the speech originally delivered in Assamese.

development of both Chennai and Ennore Ports but also for the Kattupalli Port located beside Ennore Port. It is considered as one of the dream projects for the trade. The delay in the execution of this project results in Rs. 75 lakh loss for the various logistics operations every day. It was estimated that if the road would have properly been laid, the trade could have generated by more than Rs. 30,000 crore business in the last five years. It is learnt that this project has been delayed for various reasons, including rehabilitation, fund allotment, no clear commitment from stakeholders.

Keeping in view of the importance of this project, I humbly urge upon the Union Government to kindly expedite this project and allocate adequate funds at the earliest.

[Translation]

SADHVI NIRANJAN JYOTI (FATEHPUR): Sir, I would like to draw the attention of the House to a very old bridge in Uttar Pradesh. This bridge, constructed during the British period, is about 150 years old. At the time of its construction, only one or two trains used to pass over it; however, today dozens of passenger trains and goods trains pass over it daily. The old bridge situated near the station on the south bank of the River Yamuna on the Kanpur–Banda road has completed nearly 150 years of its existence. The operational lifespan of this bridge, as prescribed by the Railways, has already expired. As a result, there is a serious risk of a major accident occurring at any time. Therefore, there is an urgent need to construct a new bridge in accordance with the prescribed safety standards. Hence, through the House, I would like to request the Union Government to ensure that a new bridge is constructed at the said location at the earliest and to kindly issue appropriate directions in this regard.

[English]

[*]**SHRI R.K. BHARATHI MOHAN (MAYILADUTHURAI):** Hon. Chairman Sir, I wish to raise an important issue. The rail route

[*] English translation of the speech originally delilvered in Tamil.

between Mayiladuthurai and Tharangambadi functioned on profit from 1926 to1991. During that period since road facilities were not upgraded, the rail connectivity remained as the lifeline of this people. In 1991 the metre gauge operations were stopped and remain so till date. People staged so many demonstrations pressing this issue. But the demand is still pending. Between Mayiladuthurai and Tharangambadi this rail route had railways stations at the following places: (i) Mayiladuthurai Town (3.82 kms); (ii) Mannampanthal (8.35 kms); (iii) Sembanaarkovil (12.35 kms); (iv) Aakoor (18 kms); (v) Thirukkadaiyur (21.89 kms); Thillaiyadi (25.33 kms); Poraiyaar (28.13 kms); and Tharangambadi (29.35 kms). Important schools, Arts colleges like AVCC and TBML, AVCC Engg. College, Teacher Training Institute, and other professional institutions are functioning in this area. Poor people and people below poverty line, students do not find a transport system in this area which can suit their needs. Tharangambadi is an area full of fishermen and fishing activities. Fishermen do not have proper transport facility for exporting to other countries.

Moreover they do not have adequate storage facilities. Livelihood of fishermen is affected. Hindu pilgrim centres like Thirukkadaiyur (DharumapuramAatheenam), Thirunallaru (Saturn)

and Nagoor Mosque, Vailankanni temple, Tharangambadi Holy Church, Danish Fort are some of the tourist attractions.

If this route is extended by 9 km and connected with Karaikkal, you can get a big rail network in southern Tamil Nadu. Around 30 km long land between Mayiladuthurai and Tharangambadi is already with the Railway Department. Only 9 kilo meter stretch of land between Tharangambadi and Karaikkal has to be acquired. This project can be completed at a cost of Rs.100 Crore. Only when this rail route is extended and connected, people of Tharangambadi can have rail connectivity to go to Chennai for medical treatment and technological benefits.

[Translation]

SHRI DEVAJI M. PATEL (JALORE): Sir, I come from the Mount Abu region of Rajasthan. It would not be incorrect to say that Mount Abu is the heart of both Gujarat and Rajasthan. Just as Kashmir is for India, Mount Abu holds the same significance for Rajasthan. Today, the biggest problem in Mount Abu is that since 1982 no permission has been granted for maps and construction. The families of the residents continue to grow, but they are unable to construct houses. By declaring the area an eco-sensitive zone, grave injustice has been done to us. When relaxation from the eco-sensitive zone was granted

and there was talk of preparing a Master Plan, the previous Government showed no interest and no further action was taken. Even today, thousands of tourists visit Mount Abu, but there are no adequate arrangements for accommodation. We demand that the Government implement the Master Plan at the earliest so that the lost charm of Mount Abu can be restored and the local people may be granted permission to construct houses for residence.

Sir, this is a matter of housing, and if there are no houses, everyone will become homeless. Children born after 1982 also need houses to live in. Since no permission has been granted from 1982 till now, where will these children live? Can parents-in-law and sons, fathers and sons, continue to live together indefinitely? Through you, Sir, I would like to say that justice must be done to Mount Abu. ...*(Interruptions)* Whenever we raise any issue, the bell starts ringing. ...*(Interruptions)* My humble request is that whatever action is taken, it should be implemented at the earliest. ...*(Interruptions)* Through you, Sir, I would like to request the Government accordingly.

[English]

HON. CHAIRPERSON : Nothing will go on record, now.

(Interruptions)…[*]

[Translation]

SHRI BIDYUT BARAN MAHATO (JAMSHEDPUR): Hon. Chairperson, Sir, I thank you for giving me the opportunity to speak on an important issue during the Zero Hour. I would like to draw the attention of the House to the issue of human trafficking in Jharkhand. Recently, 224 children from Jharkhand were rescued from the clutches of traffickers in Kerala. A total of 600 children, including 224 young children from Jharkhand, were rescued from three cities of Kerala, namely Thrissur, Palakkad and Kozhikode. The journey of Jharkhand over the last 13 years since its formation has been extremely challenging. Jharkhand has been a State of immense potential, but today it has become a hub of human trafficking. According to a report, more than 30,000 girls are trafficked every year from Jharkhand to major cities. These girls are taken to large cities such as Delhi through placement agencies. After a few days, these children are turned into bonded labourers and are forced to work. They are subjected to physical and sexual exploitation, harassment and assault. They are not allowed the freedom to meet or communicate with their family members. In States such as Punjab and Haryana,

[*] Not recorded.

these girls are sold in the name of marriage. A report released by the UNO has stated that India completely failed to combat human trafficking in 2013. It is noteworthy that 90 percent of migration takes place within the country itself. Undoubtedly, poverty is the primary cause of this problem. The responsibility to curb this crime primarily lies with the State Government, which has completely failed in this regard. Therefore, a multi-dimensional policy should be formulated to put an end to this menace.

SHRI BHAIRON PRASAD MISHRA (BANDA): Hon. Chairperson, Sir, Bundelkhand has been afflicted by natural calamities for the last five to six years. My Parliamentary Constituency falls in the Bundelkhand region and has been continuously grappling with these problems for several years. In my Parliamentary Constituency of Banda–Chitrakoot, crops were destroyed last year due to excessive rainfall and hailstorms. This year, due to the absence of timely rainfall, paddy nurseries could not be prepared and the fields are lying barren. Last year as well as this year, many farmers had taken loans from banks in the hope of a good harvest. As a result, they are now burdened with heavy debt. Due to crop failure, a situation of starvation has emerged. Distressed farmers and their families are being forced to commit suicide. In the Banda–

Chitrakoot Parliamentary Constituency, people troubled by hunger are migrating outside in search of livelihood. Every day, people are leaving in buses, and entire villages have become deserted. Houses are lying locked. Due to the lack of adequate fodder, cattle are either dying of hunger or are being captured and sent to slaughterhouses. Through you, Sir, while drawing the attention of the House to this matter of public importance, I demand that industries be established in the extremely backward Banda–Chitrakoot region of Bundelkhand so that migration from rural areas can be checked, labour power can be utilised, and employment can be provided. In the interest of farmers, it is also necessary that the Union Government announce interest waiver to provide relief to distressed and troubled farmers from the heavy burden of debt and ensure adequate irrigation facilities for their fields.

[English]

SHRI RABINDRA KUMAR JENA (BALASORE): Mr. Chairman, Sir, I am thankful to you for giving me this opportunity to raise an issue, which is of serious importance. It is with regard to safety and security of passengers in the civil aviation.

Almost 170 million people travel in India in the civil aviation sector. But it is unfortunate that 55 near miss situations were reported

by several independent agencies. To add to this worry, one very serious incident was reported in Bhubaneswar Airport of Odisha. Bhubaneswar Airport is the only airport in the whole State of Odisha wherein a big size animal, whose size can be compared to that of a lion or a tiger - those who have seen in the television channel can comprehend this - was detected from within the airport itself.

Now, the basic question is, how could such a big animal enter the airport which is a restricted zone? What would have happened if the animal had rushed to the active runway when the aircraft is taking off or landing? Is it not putting a serious question on the issue of safety and security of airport and air travel? I would sincerely urge upon the Government and the hon. Minister of Civil Aviation to take adequate steps to strengthen the safety and security of civil aviation and restore the trust and faith of the people of the country in the civil aviation.

[Translation]

SHRI RAVINDER KUMAR RAY (KODARMA): Hon. Chairperson, Sir, through you, I would like to convey the cry of distress of the people of Jharkhand to the Union Government. Law and order in Jharkhand has completely collapsed. Due to the conspiracies of the Congress and the Government being run under the leadership of the Jharkhand Mukti Morcha, which is also a part of the

conspiracies of the RJD, the law and order situation in Jharkhand has been totally destroyed. The situation there is such that disruptive and extremist elements are virtually running the administration of Jharkhand. There are several districts in and around Khunti and Ranchi where schools are opened and closed on the instructions of extremists. Recently, schools in Khunti and Simdega remained closed continuously for ten days.

Through you, Sir, I would like to state before the Union Government that every day nearly half a dozen murders are taking place there, and more than half a dozen cases of rape and sexual exploitation are being registered. I would like to urge that the Ministry of Home Affairs of the Union Government should call for all reports related to the situation and impose President's Rule in Jharkhand forthwith, so that the Government formed on the basis of selfish politics can be dismissed and the forthcoming elections can be conducted in a fair and fear-free manner, enabling the formation of a good Government in the State.

SHRIMATI KRISHNA RAJ (SHAHJAHANPUR): Hon. Chairperson, Sir, I am deeply grateful to you for giving me the opportunity during the Zero Hour to raise a matter of urgent importance relating to my Parliamentary Constituency. Across the

country, in the name of environmental protection and due to restrictions on the felling of even small plants and saplings, nearly 30 out of 70,000 projects remain pending. As a result, work has remained incomplete and development activities have come to a standstill. In my own Parliamentary Constituency, the construction of a very old bridge on NH-24 has been underway for some time. However, due to merely 10 to 12 plants, the Forest Department has imposed a ban on tree felling, despite fees amounting to several lakhs of rupees having already been deposited. These are not even trees, but small saplings, yet because of this, the people of my Parliamentary Constituency are facing immense difficulties. The Hon. Minister for Road Transport has also spoken about providing relaxation in such matters. Our Hon. Prime Minister, Shri Narendra Bhai Modi Ji, has made commendable efforts to resolve this difficulty by bringing various Departments together.

Through you, Sir, I would like to request the Union Government to grant permission for felling the plants at the site where the old bridge work in my area is pending, so that the construction of the bridge may be commenced immediately and completed at the earliest.

In addition, I would like to inform the House that in our district, water ranging from three to four lakh cusecs is sometimes released

from the hills of Nepal, due to which normal life in the area is severely disrupted. There is only one bridge available for the movement of local residents, which serves as the sole means of crossing from one side to the other. I would like to request that the Forest Department, which has obstructed the work by declaring small plants as large trees, be directed to grant permission for their removal at the earliest, so that the main construction work may be completed without further delay.

[English]

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Mr. Chairman, Sir, I would like to invite the attention of the hon. House, through you, to the dilemma of the people belonging to the forward communities who are economically backward and living below the poverty line. They are not having reservation in education or employment as in the case of OBC, SC, ST and minorities. They are deprived of scholarships, fellowships or interest-free education loans. Many of the welfare schemes announced and implemented by Central and State Governments for the people below poverty line are not applicable to poor people from forward communities, owing to the community they belong to. The organisations of forward communities and civil society organisations are arguing the case of economically poor people belonging to forward communities. The financial

backwardness is pulling them down and they are deprived of proper education. They are facing marginalization in almost all walks of life. A responsive Government and civil society cannot shut their eyes towards the dismal situation of any category of people.

Mr. Chairman, Sir, in order to tide over the situation, we have to ensure that the people of forward communities get equal opportunities in education and employment. For finding a solution of the problem, the UPA Government had set up a commission to study the problems of forward communities under the chairmanship of Justice Singhu and the report is with the Government now. The recommendations of the Justice Singhu Commission may be considered and implemented at the earliest.

A corporation for the development of forward communities may be set up at national level on the lines of the Corporation for the Development of Forward Communities established by the Government of Kerala. Through the said Corporation, several development schemes like, educational scholarships, fellowships, education loans, vocational training, self-employment programmes, grants assistance for marriages, etc. can be implemented. This will be a great support to the economically poor people belonging to forward communities.

Sir, Nair Service Society in Kerala demanded to establish a Forward Community Development Corporation at national level. This is a long pending demand of Nair Service Society in Kerala.

[Translation]

SHRI JAGDAMBIKA PAL (DOMARIYAGANJ): Hon. Chairperson, Sir, I would like to draw your attention to a very important matter. For several days, this House has been expressing concern over the drought situation prevailing in large parts of the country, and the Government has also formulated certain action plans in this regard, which have been mentioned in the House. However, in recent days, due to the release of water from barrages in Nepal, flooding has occurred in the Sharda River along the Uttar Pradesh–Nepal border. As a result, several villages in the districts of Kheri, Pilibhit, Bahraich, Shravasti, Siddharthnagar, Maharajganj and Kushinagar have been inundated, leading to flood-like conditions. This problem is not confined only to Uttar Pradesh. Flooding has also occurred in the Parnakota River in the Vidarbha region of Maharashtra. Similarly, floods have been reported in the Kosi River in Bihar and in Jamshedpur as well. Thus, a situation has arisen across the country where significant damage is being caused due to floods. The Ghaghara River has crossed its danger mark of 64.01 metres.

Likewise, the Sharda River has crossed its water level of 163.30 metres. Naturally, this has also led to the water level of the Ganga rising above the danger mark. As a consequence, flood levels have crossed the danger mark in areas such as Bulandshahr, Narora, Ramganga, Moradabad, Turtipar in Ballia, and the Elgin Bridge in Barabanki. In all these regions, including areas along the Ghaghara, Sharda and Rapti rivers, floodwaters have surpassed the danger levels. Therefore, through you, Sir, I urge that the Union Government, the State Governments, and the Ministry of Water Resources take measures at the very least to address the losses being caused by these floods. Steps should be taken to assist villages facing erosion, houses that are being inundated, the loss of life and property, and the fodder crisis confronting livestock. Villages along riverbanks and embankments that are being eroded should be rehabilitated at suitable locations. I make this strong demand.

Sir, this issue is not limited to a single State. Our colleagues from Balrampur and Shravasti are affected, and Hon. Minister Shrimati Menaka Ji, who represents Pilibhit, is present here. This problem has arisen everywhere. It is a matter of concern for the entire House. I am grateful to you for giving me the opportunity to speak.

SHRI SHARAD TRIPATHI (SANT KABIR NAGAR): Hon. Chairperson, Sir, the matter that I have brought before you today carries a deep sense of anguish. There is pain in the fact that those very people who made all of us worthy of standing here today and raising questions are the ones we are gradually forgetting. Through you, Sir, I wish to draw the attention of the Government to the fact that today is the birth anniversary of one of the great sons of Mother India, the revered Chandrashekhar Azad Ji. Today also marks the birth anniversary of another great personality, the revered Bal Gangadhar Tilak. However, it pains me that those brave heroes who ensured that the free tricolour fluttered over India never even received the cool shade of that flag for a single day. Today, we are compelled to struggle even to offer floral tributes to them. It is with this anguish that I have come to this House today. I wish to state that a discussion should have been held on this occasion. The entire House should have collectively paid tribute to them this morning. It is distressing that today there is not even a single lamp lit at their resting places, though the lamps of the nation were once lit with their blood, while today the tombs of those shine brightly who once sold the shrouds of martyrs.

[English]

HON. CHAIRPERSON: This is a matter, which has to be brought to the attention of the hon. Speaker.

… (*Interruptions*)

[Translation]

SHRI SHARAD TRIPATHI (SANT KABIR NAGAR): Sir, this is a very important matter. ...*(Interruptions*) Please do not stop or shorten my speech under the pretext of being generous or considerate; kindly ensure that my pain and concern are formally placed on record...*(Interruptions)*

Sir, through you, with the sentiments of the entire House, I would like to make a request that ...*(Interruptions)* please hear my final submission. I would like to request you to direct the Government to launch a scheme in their name. ...*(Interruptions)*

Sir, through you, I would like to request on behalf of the entire House that... (Interruptions) please listen to my last point that you should instruct the Government to start a scheme in his name.

[English]

SHRI C. MAHENDRAN (POLLACHI): Respected Chairperson, I thank the hon. Tamil Nadu Chief Minister, my God, hon. *Puratchi Thalaivi Amma* for having given me an opportunity to be a

Parliamentarian in this hon. House. I am also thankful to the people of my Pollachi Parliamentary Constituency for electing me as a Member of Parliament with a thumping majority with the grace and blessings of our great political mentor, the Tamil Nadu Chief Minister, our God, hon. *Puratchi Thalaivi Amma*.

In my Pollachi Parliamentary Constituency, nearly 92,000 hectares of area is under coconut cultivation, which is 1/4th of coconut cultivation area in Tamil Nadu. Due to the failure of South-West and North-East monsoons, the water level has depleted much in the wells as well as the underground water level. Owing to insufficient water and high cost of maintenance, coconut farmers are in a very critical situation, and they are facing great loss in producing Copra. Hence, the production of Copra is dwindling in my Parliamentary Constituency. Even though, 2,02,000 metric tonnes of Copra is being produced, the agriculturists are not able to survive as the support price for Copra that was fixed by NAFED is only Rs. 52.50 per kg whereas in the open market it is being traded today at around Rs. 105 per kg.

HON. CHAIRPERSON: Now, please conclude.

… (*Interruptions*)

SHRI C. MAHENDRAN: Sir, this is my maiden speech in the House. … (*Interruptions*)

HON. CHAIRPERSON: No, you are just supposed to mention the issue. There is no maiden speech in this.

SHRI C. MAHENDRAN: Hence, the procurement price has to be increased by NAFED to the level of market price or even higher procurement price is to be given in order to stabilize the demand and supply mechanism.

Now, the Copra production is not remunerative for the coconut growers, and they are finding out solutions by growing alternate crops. Presently, the coconut-yielding trees are maintained by growers for more than 15-20 years as coconut cultivation is a long-term crop and they have no other alternative. Due to the monsoon failure, only 50 per cent of agriculturists are able to maintain coconut cultivation and that too with great hardship.

While considering the above facts, will the present Government move any proposal to increase the support price of Copra and double the NAFED price or even make it Rs. 108 per kg so as to give relief to the existing coconut growing agriculturists.

SHRI M.B. RAJESH (PALAKKAD): Thank you very much, Sir. I would like to draw the attention of the Government of India to a gross violation of principles of natural justice by the Medical Council of India (MCI). On the complaint of a whistleblower, Dr. K. V. Babu, in

2010, the MCI had declared certain commercial endorsements of certain products of the Pepsi Company by the Indian Medical Association as illegal. Though, the MCI had declared that commercial endorsement as unethical and illegal, but, now, at the behest of some vested interests, the same MCI is harassing the whistleblower doctor and not only the doctor, but his wife, who is not even a doctor and over whom the MCI has no jurisdiction at all.

I am confining my speech and requesting the hon. Minister of Health for his intervention to protect the whistleblower, and to prevent the MCI from harassing the doctor and his family. With these words, I conclude.

[Translation]

SHRI RAJENDRA AGRAWAL (MEERUT): Hon. Chairperson, Sir, every year during the month of Shravan, a large number of devotees known as Kanwariyas come to Haridwar from various States to collect holy Ganga water and then undertake a foot pilgrimage. On the auspicious day of Shivratri, they reach their respective villages and towns and perform abhishek of Lord Mahadev with the Ganga water brought from Haridwar. This pilgrimage is currently underway. In the course of this religious journey, the Kanwariyas perform jalabhishek at Shri Augharnath Temple in Meerut, Shri Pura Mahadev in Baghpat

district, and the Shiva temple located at Chhapkauli in Hapur. The number of Kanwariyas is increasing every year, and last year their estimated number exceeded one crore. The route of approximately 135 km from Haridwar to Meerut naturally remains crowded with these devotees from about a week prior to Shivratri in the month of Shravan. Every day, lakhs of Kanwariyas pass through this route. Arrangements for food, rest, medical assistance and other basic facilities for these devotees are voluntarily made by various religious and social organisations with a spirit of service. However, considering the continuously increasing scale of this grand religious congregation, it is essential that well-planned arrangements are made at the governmental level. As this pilgrimage passes through several States, particularly Uttarakhand and Uttar Pradesh, it is feasible that such arrangements be made only at the level of the Union Government.

Through you, I would like to request the Government to kindly make timely arrangements for this extremely large religious event, ensure that the pilgrimage route is smooth and convenient, and take care of its security by constituting an authority similar to the Kumbh Mela Authority, so that through better coordination this pilgrimage may continue to be conducted safely and smoothly.

[English]

SHRI JAYADEV GALLA (GUNTUR): I would like to bring to the attention of the House about the non-release of funds under the Rajiv Gandhi National Fellowship to SC students of Acharya Nagarjuna University in Guntur, Andhra Pradesh.

Sir, Acharya Nagarjuna University is one of the largest Universities in India covering many colleges and is a major learning centre in Andhra Pradesh. It facilitates research activities in sciences, social sciences, engineering and technology, and humanities to students in M.Phil., and Ph.D.

ellowships are given to students at the University under the Rajiv Gandhi National Fellowship Scheme after they have been selected by the UGC. The Ministry of Social Justice and Empowerment formulated and funded this Scheme, and the UGC implements the Scheme after the selection process. Sir, 17 University students belonging to SC were selected by the UGC to pursue research in various areas. The UGC is not sending the fellowship to students belonging to the periods 2008 to 2009 up to 2012-13, and also for the period 2009-10 to 2013-14, which is causing a lot of hardship and financial difficulty to the SC students. The UGC has not released pending grant to the tune of Rs. 1.14 crore for the period 2008 to 2009

up to 2013-14, for 17 students; and for the period 2009-10 to 2013-14, a grant of more than Rs. 1.0 crore has to be sanctioned by the UGC.

Sir, Acharya Nagarjuna University itself has paid the advance of fellowship in two installments from the General Fund Account to avoid inconvenience and financial difficulty to students. Many Universities in Andhra Pradesh have received pending fellowships, but not the students of Nagarjuna University.

In view of what has been stated above and keeping in view the fact that students are facing severe financial crisis and are on the verge of discontinuing their higher studies, I would request the UGC and the Government of India to immediately take steps to release the due amount immediately to the Dalit students of Nagarjuna University.

[Translation]

SHRI LALUBHAI BABUBHAI PATEL (DAMAN AND DIU): Hon. Chairperson, Sir, I am grateful to you for giving me the opportunity to speak. I come from Daman and Diu, which is a small Union Territory dependent on the fisheries industry and tourism. In my region, industrial and chemical polluted water from the city of Vapi in Gujarat is being discharged into the Daman Ganga river. I have also informed the Ministry about this matter, but the Gujarat

Pollution Control Board has not paid heed to our request. The treatment plant of the Gujarat Industrial Development Corporation at Vapi is also not functioning properly. This has had a direct impact on the fisheries industry of the river. Fish in the river are dying out. Since this river meets the Arabian Sea near Daman town, the marine fish population is also being severely affected. Due to the polluted water turning black, the sea water has also become black in colour. As a result, tourism has been seriously affected.

Sir, I would also like to bring one more issue to the notice of the House. Earlier, drinking water in Daman was sourced from underground reserves, but for some time now we have been receiving water from the dam constructed on the Daman Ganga river, which is insufficient. Consequently, we are still dependent on borewell water. However, for quite some time now, even this water has not been fit for drinking.

Sir, I had informed both the former Ministers about this matter, but for the past five years, no work has been carried out by the Ministry of Environment in my Parliamentary Constituency. Through you, I request the Hon. Minister that if such serious environmental problems can exist in my Union Territory, which is the second smallest territory of great India, one can well imagine how grave the

situation must be across the entire country. This matter should be considered seriously and steps should be taken at the earliest to control environmental degradation. As a result, we are still compelled to depend on water sources, but for quite some time now, even here the water has not remained fit for drinking. I had brought this matter to the notice of the former Minister as well, but during the last five years, no work has been done in my Parliamentary Constituency.

[English]

S**HRI M. UDHAYAKUMAR (DINDIGUL):** I would like to thank hon. Speaker for having given me the chance to speak on this occasion before this august House.

I have been elected from Dindigul constituency of Tamil Nadu State by the blessings of our supreme hon. Chief Minister Dr. *Puratchi Thalaivi Ammaji* who has dedicated her life solely for the people of Tamil Nadu which is very clear in her very slogan "*Makkalukaha Naan, Makkalal Naan*" that means "I am for the people and I am by the people". Hon. Amma's vision is "Peace, Progress and Prosperity (*Shanti, Vikas aur Unnathi*)" which was appreciated by the hon. Prime Minister of India as "*Sabka Saath, Sabka Vikaas*" in his vision of Mission.

Hon. Speaker, I would like to bring to kind attention of hon. Railway Minister the need to lay a railway track from Dindigul to Sabarimalai.

Sir, as you know, Lord Ayyappa Swami is the most powerful God of the believers of South India. Whatever the devotees pray to Lord Ayyappa Swami, they get that thing then and there. Therefore, millions of devotees go there to get all sorts of blessings throughout the year. Unfortunately, there is no railway route to that holy shrine. So, I request the hon. Railway Minister to lay a new railway track from Dindigul to Sabarimalai via Nilakottai, Vathalakundu, Periyakulam, Theni, Cumbam and Kumuli. If this is executed, I am sure and certain that Lord Ayyappa's blessings will be on all of us abundantly.

[Translation]

SHRI RAVINDRA KUMAR PANDEY (GIRIDIH): Chairperson Sir, through you, I would like to draw the attention of the House towards the joint venture of the Damodar Valley Corporation and Tata Power, namely the Maithon Thermal Power Station. At present, the Damodar Valley Corporation is running at a loss of Rs. 1,000 crore. The coal being supplied to the Maithon Thermal Power Station is being transported from the CCL Dhori area, which is at a distance of

125 kilometres, whereas ECL and BCCL, which are units of Coal India, have coal available for the said power plant and are located at a distance of only 50 kilometres. If coal is supplied to the Maithon Thermal Power Station from these sources, there would be savings in the revenue loss being incurred by the Union Government. Coal mafias are involved in this process, who sell the coal en route. At the same time, rejected coal is being sent to the plant, resulting in reduced power generation. This issue was also raised by us in the Coal Consultative Committee, but unfortunately, no action was taken by the previous Government. Through you, I would like to demand from the Union Government that this matter be investigated without delay and that coal be supplied to the Maithon Thermal Power Station from ECL and BCCL. Further, all thermal power stations should be supplied coal from nearby collieries so that malpractices are prevented and the revenue of the Union Government is not wasted.

[English]

SHRI N.K. PREMACHANDRAN (KOLLAM): I would like to raise a matter of very serious and urgent importance in which the Ministry of Health & Family Welfare's intervention is required.

Sir, on 18th July, 2014, the Central Council of Homeopathy has written a letter to all the Principals of Homeopathy Medical Colleges

in India and also to the Registrars of all the Universities having affiliation to Homeopathic Medical Colleges in the country stating that they shall not take or allow admission in any course in Homeopathic Medical Colleges in the first year without obtaining the permission as per the provisions of the Homeopathic rules.

Sir, the pertinent fact to be noted here is that the inspection and other formalities have not been complied with by the AYUSH. It is not the fault of the students or teachers or university or the college authorities. It is the absolute duty of the AYUSH to see that the medical colleges have complied with all the formalities as stipulated in Homeopathic Medical Rules.

19.00 hrs.

It is not the fault of the students. But unfortunately, you may kindly note that the medical entrance allotment process in various States is going on. Suppose, if inordinate delay is being caused to this, definitely the delay in admission to first year may lead to huge waste of resources and eligible students may be losing their chances to get themselves enrolled for the BHMS course. My submission to the hon. Government, through you, is that an urgent, immediate action is to be taken so as to complete the formalities and give a direction to the concerned that the admission is given at the earliest.

HON. CHAIRPERSON: The House stands adjourned to meet tomorrow the 24th July, 2014 at 11.00 a.m.

19.01 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, July 24, 2014/Shravana 2, 1936 (Saka).

_____

INTERNET

The Original version, English version and Hindi Version of Lok Sabha proceedings are available on Parliament of India Website at the following address:

https://sansad.in/ls

LIVE TELECAST OF PROCEEDINGS OF LOK SABHA

Lok Sabha proceedings are telecast live on Sansad TV Channel. Live telecast begins at 11 A.M. every day the Lok Sabha sits till the adjournment of the House.

©2014 By Lok Sabha Secretariat

Published under Rules 379 and 382 of the Rules of Procedure and Conduct of Business in Lok Sabha (Sixteenth Edition)