

Unless an understanding is reached with the Government of Nepal to contain these rivers at the point of their origin, nothing worth while can be done.

It is, therefore, earnestly requested that the Government of India should enter into an agreement with the Government of Nepal to construct dams and reservoirs at the point of origin. Finance in this regard can be arranged from international agencies.

If these rivers are controlled enough electricity will be generated which will bring unprecedented economic development in both Nepal and India.

(v) Demand for reviewing implementation of poverty alleviation Schemes, particularly in Uttar Pradesh

SHRI MOHD. MAHFOOZ ALI KHAN (Etah): The anti-poverty programmes launched in Uttar Pradesh have not made any significant dent in alleviating poverty. In 1983-84, 40.9% of State's population was below the poverty line and with the estimated 25 per cent increase in population in a decade, the figure is not likely to change. The implementation of NREP and RLEGP schemes has been left to the contractors who generally do not pay the workers even the minimum wage of Rs. 8/- per day. The implementation of land reforms has been far from satisfactory. The problem of bonded labour continues to exist in Mirzapur, Varanasi, Allahabad and several other districts. The extension of the IRD programme to far flung areas in the State where it is most needed has not made any significant progress. Even though the State has the largest network of rural banks, banking facilities are still not available to majority of the population. No doubt the problems of poverty are too intricate for an easy solution, the implementation of the programmes lacks dedication and political will which is pre-requisite for achieving the aims envisaged in the programmes.

Government should critically review the

implementation of the poverty alleviation schemes in the State of Uttar Pradesh to identify the shortcomings, to make them more meaningful in bringing the rural poor above the poverty line.

[*Translation*]

(vi) Demand for declaring the Kota-Shivpuri state Highway a National Highway and linking the National Highway No. 12 to the National Highway No. 25

SHRI SHANTI DHARIWAL (KOTA): Mr. Deputy Speaker, Sir, State highway No. 17 runs between Kota, the industrial capital of Rajasthan and Shivpuri in Madhya Pradesh. At Shivpuri the State highway merges with Delhi-Agra-Bombay National Highway No. 3. Kota city is situated on Jaipur-Jabalpur national-highway No. 12. There is no railway link between Kota and Shivpuri. Kota and its near about districts like Bundi, Jhalawar, Chittor, Jhansi and Gwalior are not properly connected to Shivpuri by rail and road. The distance between Kota and Shivpuri is less than 200 kilometres. If the Central Government upgrades Kota-Shivpuri State highway No. 17 as National Highway and links National Highway No. 12 from Kota to National Highway No. 25 in Shivpuri it will not only help in the development of the entire area but also ensure smooth flow of traffic. Power station of NTPC, Aravali Fertilizer Factory and tribal areas like Anta nagar, Bara nagar, Kishanganj and Shahabad town are situated on Kota-Shivpuri road.

The upgradation of State Highway No-17, would link Jaipur with Lucknow and Kanpur and new paths of development will open.

I would like to request the Central Government and the Ministry of Surface Transport to declare the Kota-Shivpuri State highway as a National Highway and link the National Highway No-12 with the National Highway No-25.