

LOK SABHA DEBATES

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LOK SABHA

Meghalaya, Mizoram, Nagaland, Orissa, Rajasthan, Sikkim and Tripura are below the National Average.

Thursday, March 5, 1987/ Phalguna 14, 1908
(Saka)

[Translation]

SHRI PRATAP BHANU SHARMA :
Mr. Deputy Speaker, Sir, the hon. Member
has asked the question in Hindi.

The Lok Sabha met at Eleven of the
Clock.

SHRI RAJESH PILOT : I would
answer the Supplementary in Hindi.

[MR. DEPUTY SPEAKER: *In the Chair*]

ORAL ANSWERS TO QUESTIONS

[Translation]

National Average of Length of Pucca Roads

*123. SHRI K.N. PRADHAN : Will
the Minister of SURFACE TRANSPORT
be pleased to state.

(a) the National average of length of
pucca roads per hundred square kilometres ;
and

(b) the names of States which are below
this National average ?

[English]

THE MINISTER OF STATE OF THE
MINISTRY OF SURFACE TRANSPORT
(SHRI RAJESH PILOT) : (a) The National
average of the surfaced length for the
Country is 22.24 Km per 100 Sq. Km of
area.

(b) The States of Arunachal Pradesh,
Assam, Bihar, Himachal Pradesh, Jammu &
Kashmir, Madhya Pradesh, Manipur,

SHRI K.N. PRADHAN : Mr. Deputy
Speaker, Sir, the hon. Minister has said that
the national average of the surfaced length
is 22.24 kms. Madhya Pradesh has the
lowest average of 12.8 kms. among all States
except the hill States although it has the
largest area. According to the provisions of
the Seventh Five Year Plan, there will only
be 1 per cent increase in the average of
Madhya Pradesh. Does not the hon.
Minister realise as to what would happen
to a State, which has the largest area,
which is dacoit-infested, where the Adivasi
areas are predominant and where the growth
centres have no provision for roads as yet,
in case such imbalances remain even after
the Seventh Five Year Plan? Would the
hon. Minister consider the proposals sent by
the Government of Madhya Pradesh regard-
ing the growth centres and the dacoit
infested areas? Similarly, the condition of
the coal mine areas is also deplorable. The
Coal Cess has also not been released. In
the Sixth Five Year Plan separate allocations
were made for the Adivasi areas. Would
you consider further allocations for all these
things?

SHRI RAJESH PILOT : Mr. Deputy
Speaker, Sir, the hon. Member is right in
saying that the average of Madhya Pradesh

is very low. However, the areas which he has mentioned i.e. the dacoit infested areas, the tribal areas, are all under the Department of Rural Development. Only National Highways come under my Department.

..... (Interruptions)

SHRI MURLI DEORA : Regarding the dacoits... (Interruptions)

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : All are not dacoits. There are dacoit infested areas. (Interruptions).

SHRI RAJESH PILOT : The Madhya Pradesh people have clarified. Mr. Deputy Speaker, Sir, it is a State subject. The roads in the States are constructed by the State Governments. All Central Government programmes are also formulated in coordination with the State Governments. However, I would certainly convey the concern expressed by the Member to the Government and we would try to provide whatever assistance the Central Government can provide in this regard.

SHRI K.N. PRADHAN : Mr. Deputy Speaker, Sir the hon. Minister has said that only National Highways come under him. I would like to ask about the same. There was one National Traffic Policy Committee which had recommended 8 National Highways for Madhya Pradesh. In the last 20 to 22 years the roads in the State have not been declared as Highways especially the road from Ubhyadullaganj to Nagpur about which the Centre had given assurance that it will be declared as a Highway. It is not going to cost anything as well. Would the hon. Minister kind declare it as a Highway ?

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, it is true that we do not have adequate number of National Highways in our country. After independence we have not reached even an average of 32 kms. when our country's requirements are much more. Every State has its own requirements. It is also true that Madhya Pradesh has requested for 8 Highways. But the main difficulty before the Government is the shortage of resources. It is possible that the

Planning Commission may pay attention to this Department this time. A proposal is under the consideration of the Government in this connection which has been forwarded to our Department for mobilisation of resources. We are thinking of setting up a National Highway Authority for mobilising resources and we are trying to bring a Bill in the House, very soon in this regard so that the Government has not to bear the entire burden of Highways and we may generate additional resources from other sources.

So far as Madhya Pradesh is concerned, it is true that a request for 8 Highways is pending with us. But due to resource constraints we have not been able to do anything for any State. This applies not only to Madhya Pradesh. In Andhra, Tamil Nadu, Uttar Pradesh and also elsewhere the situation is the same.

[English]

SHRI P. KOLANDAIVELU : Sir, with regard to the national average you have stated it is 22.24 kilometres per hundred square kilometres area. What is the international average with regard to this ? I understand that it is more than 40 km. But we are not up to the standard of the international level and some of States are not even up to the national average. My submission is that there are so many roads which are being maintained by the State Governments, there are State roads, highway roads, rural roads and also weather-proof roads and roads which are being maintained by the States. Are these also included in the 22.24 kilometres ? That is one.

Secondly, is there any programme of laying express roads, just like in foreign countries with the Government now ?

SHRI RAJESH PILOT : As far as the international figures are concerned, I have two figures, one for the developed countries and the other for developing countries. In the developed countries the figure is roughly about 60 km per hundred square kilometres area. From 1881 to 2000 we have also projected a scheme the Government and if that plan is executed, if the resources are given, we will also touch 47 kilometres per hundred square kilometres area.

As far as the express way are concerned, we have already initiated the Baroda and Ahmedabad express ways; we tried with some private entrepreneurs and some other people who could take up this and charge the toll tax. If the Government does not have the resources we did open up the sector to other people who could come up with their offers. But unfortunately no significant offers have come from anywhere.

SHRI P. KOLANDAIVELU : Are you offering to the private people ?

SHRI RAJESH PILOT : We are offering even to them. We could not afford, from own resources. We said that they could charge toll tax, but they should give better facilities to the public. Even that offer has also not been very encouraging. The Government is very anxious about it and worried about it.

We are coming out with the National Highway Authority. We may have some additional resources to the Department and we will come out with some more schemes which will be beneficial to the citizens.

[*Translation*]

SHRI PRAJAP BHANU SHARMA : Mr. Deputy Speaker, Sir, no one can deny the growing importance of roads in our country whether it is from the point of view of national unity, the development of tourism or the development of the means of transport for the progress of our country. I want to know from the hon. Minister as to what is the position of roads in the Government's list of priorities and what schemes have been formulated for the future under the Seventh and the Eighth Five Year Plans? The hon. Minister has said that the Central Government is concerned with the National Highways. The Central Government has a scheme under which it gives 50 per cent of the amount as grant and 50 per cent as credit for the development of the Highways which are important from the economic point of view. In this connection, I would ask as to how many proposals have been sent by Madhya Pradesh and how many have been sanctioned under the above mentioned scheme during the Seventh Five Year Plan ?

SHRI RAJESH PILOT : According priority to an item in itself denotes its importance.

So far as roads are concerned, I have myself said that it affects the economy of our country a great deal. We are also making efforts to reduce the pressure on roads by providing inland waterways for which we do not require much resources. However, so far as priorities are concerned, we are trying to mobilise maximum possible resources and we want to utilise the amount for the roads under some or the other programme be it E and I scheme or the Rural Development Programme. You can yourself see that more funds have been allocated for this purpose under the I.R.D.P. and N.R.E.P. programmes. The hon. Member has enquired about those schemes for which 50 per cent of the amount is given as credit and the remaining 50 per cent as grants. Information regarding Madhya Pradesh is not with me at present, I would inform the hon. Member separately.

[*English*]

SHRI AJOY BISWAS : The average roads per 100 sq. kms. in North Eastern Region is 6 kms when the national average is more than 20 kms. So the North Eastern Region has been neglected in regard to construction of roads. In Tripura there is only one National Highway i.e. 44 Assam-Agartala National Highway. The State Government has been writing to the Ministry time and again to repair this road. Recently even the Vice-Chairman of the Planning Commission has written to the Ministry to take up this matter. So my specific question is : what are the plans and programmes in the Seventh Plan for the construction of roads in the North Eastern Region and what the Ministry is doing to repair the 44 National Highway ?

SHRI RAJESH PILOT : As I have mentioned, the idea is to have good roads. The idea is not to declare every road as a national highway. Government has decided that whatever national highways we have, they should be of standardised national highways. There is no idea to declare every road as a national highway when it does not give facilities to the citizens. The hon. Member has put the question that the

North Eastern Region has less number of national highways. That is why, North Eastern Council has been given extra funds and it has taken some of the decision in recent months. Whatever decisions NEC has taken on this and whatever proposals Government have in the Seventh Plan, I will supply that information to the hon. Member.

[Translation]

SHRIMATI VIDYAVATI CHATURVEDI : Mr. Deputy Speaker, Sir, the hon. Member who spoke before me has mentioned that the Government of Madhya Pradesh has sent a proposal for declaring 8 to 10 of its roads as National Highways. One of these roads is the road from Gwalior to Rewa via Khajuraho. This is a very important road. Khajuraho is a world famous tourist spot and Gwalior too is a famous tourist place. Further, there is a similar demand for a road from Rewa to Allahabad. I want to submit that none of the proposals for this road and for the roads in some areas, which have a more acute problem of dacoity like Chattarpur and Tikamgarh in Bundelkhand district for which there is a Central scheme to provide special facilities for road constructions, has been accepted. I want to know whether after considering our proposal sympathetically, some roads in these areas would be declared as National Highways?

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, as the earlier hon. Member has been told, the hon. lady Member would also be informed separately about the decision on the proposals of the Government of Madhya Pradesh regarding those 8 roads. So far as the dacoit infested areas are concerned, the Department of Rural Development is dealing with this subject at present. I would inform as to how many roads have been sanctioned after getting the information from that Department.

SHRI CHARANJIT SINGH ATHWAL : Mr. Deputy Speaker, Sir, I want to submit that there is only one line for transportation of goods from Ludhiana to Delhi. The problem of Himachal Pradesh, Haryana, Punjab and Jammu and Kashmir is that of transportation. Wheat has accumulated

in the godowns of Punjab and Haryana. But there is only one road and one railway line as a result of which it cannot be transported to this side. Similarly, in Himachal Pradesh and Jammu and Kashmir also from fruits are lying in abundance but there cannot be sent here due to inadequate transportation facilities. It is time for the next rabi crop in Punjab and Haryana but it would be difficult to store fresh grains. I want to submit that wheat cannot be transported to places where it is required. In the absence of transportation to places where it is required. In the absence of transportation, the fruits in Himachal Pradesh and Jammu and Kashmir are getting damaged.

I want to know whether the road linking Punjab with Delhi would be doubled and if there is any such proposal, then when would this task be completed? This would help in the speed transportation of wheat and fruits different parts of India.

SHRI RAJESH PILOT : A proposal is under the consideration of the Government to expand this road four fold in stead of doubling it because the Highway between Delhi and Amritsar is very important. The Planning Commission is considering over the above proposal. I cannot say by when it would be completed. I would, however, tell you about the targets which have been fixed. It is an important road link and the Government is getting it completed.

[English]

SHRI SURENDRA PAL SINGH : Sir, may I know from the hon. Minister as to what percentage of this national average comprises of those which serve as the village link road. Does it serve entirely and exclusively or what percentage of rural segment or our population is served?

SHRI RAJESH PILOT : Sir, as I have said, I have the figures of the total country. For giving information for each sector, a separate notice will be required. But I will supply this information to the hon. Member if he is interested in knowing it.

MR. DEPUTY SPEAKER : Next question. **Shri R.M. Bhoje.**

[Translation]

SHRI GIRDHARI LAL VYAS : Mr. Deputy Speaker, Sir, I have not been permitted to ask a question.

[English]

MR. DEPUTY SPEAKER : I will give you some chance. I cannot give chance to all now. How can I ?

[Translation]

SHRI GIRDHARI LAL VYAS : As I have not been permitted to ask a question I am walking out.

[The hon. Member then left the House]

[English]

Programme to Control AIDS

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*128. SHRI UTTAMRAO PATIL :
PROF. RAMKRISHNA MORE :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state ;

(a) the number of AIDS cases so far reported and which States ;

(b) whether any national level programme has been launched by Union Government to control AIDS cases and if so, what are the details thereof stating the Central allocation for the implementation of the programme and the amount actually spent alongwith result achieved ; and

(c) if not, the difficulties in launching of AIDS control strategy ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) A statement is given below.

Statement

6 cases of AIDS have so far been reported, as under :

Gujarat	—	1
J & K	—	1
Andhra Pradesh	—	1
Maharashtra	—	2
Delhi	—	1

Five persons detected as full blown cases of AIDS have died. The surveillance figures have so far indicated 86 cases of AIDS infection.

The steps being taken by the Government are as under :—

(1) 27 Surveillance centres have been established in the country to screen high risk group. In addition, 4 referral centres where higher level diagnostic facilities for AID are available, have been set up.

(2) Restrictions have been imposed for import of blood and blood products without AIDS Clearance Certificate.

(3) All the State Health authorities/Hospitals/STD clinics have been alerted to look for AIDS cases.

(4) All the blood banks have been instructed to screen the professional blood donors.

(5) All the State Health authorities have been advised to ensure strict sterilisation practices in hospitals and clinics or to use pre-sterilised disposable syringes and needles as far as possible.

(6) Guidelines have been sent to all the State Health authorities for health care personnel.

(7) All the mass media channels have been involved in educating the people on AIDS, its nature, transmission and prevention.

(8) Instructions/guidelines to the State/ Union Territory health authorities have been issued for medical examination including that for AIDS for foreign students being admitted to Indian Universities.

These activities are periodically reviewed and appropriate remedial and intervention measures are taken.

There is an allocation of Rs. 50.00 lakhs for the programme during the year 1987-88.

So far, the following expenditure has been incurred by the government on AIDS control programme ;