

RAJYA SABHA

Thursday, the 25th July, 2002/3 Sravana, 1924 (Saka)

The House met at eleven of the Clock,

THE VICE-CHAIRMAN (SHRI T.-N. CHATURVEDI) in the Chair.

ORAL ANSWERS TO QUESTIONS

National Highways in Punjab

*161. SHRI ASHWANI KUMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether any instructions have been issued for the expeditious completion of four-laning of the National Highway between Jalandhar and Amritsar, as per the announcement made by the Hon'ble Prime Minister in November, 2001; and

(b) whether Government are contemplating a special economic assistance package for the border districts of Amritsar, Gurdaspur and Ferozepur in Punjab as in the case of Jammu and Kashmir and the North-Eastern-States?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHAN DUR!]:
(a) and (b) A statement is laid oh the Table of the House.

Statement

(a) Yes Sir. Detailed projectpreparation for four-laning of Jalandhar-Amritsar Section of NH-1 has been completed. Preparation of estimates for pre-construction activities is in progress. Various options for financing are also being explored,

(b) No, Sir. This Ministry is responsible for only development and maintenance of National Highways. There is no special economic assistance package for the border districts of Amritsar, Gurdaspur and Ferozepur in Punjab in respect of National Highways.

SHRI ASHWANI KUMAR: Sir, the issue was whether there is a hope for the expeditious completion of this National Highway which connects

the heart of the border State of Punjab, and is a lifeline for its economy. Almost after one year from the Prime Minister's announcement, the answer that we have received today is that options for financing are still being explored, and project estimates are still being prepared. Will the hon. Minister be pleased to state whether it is possible for htm to specify a timeframe by which we can expect the completion of the project?

Sir, the second answer given by the hon. Minister is even more disappointing. It says, "There is no special economic assistance package for the border districts..." Sir, the question is totally unconnected with roads. It is an independent question to the effect whether, considering the fact that Punjab has fought the nation's war against terror, considering the fact that it is a vital border district, it would be possible for the Government, outside the standard parameters, to give some kind of a meaningful assistance. Now, we do know that there is a Border Development Fund. I had hoped that the Minister would go beyond that. This question is totally unrelated to highways or roads. It is an independent question. We have recently suffered a loss of Rs. 800 crores on account of diversion of commercial power to the farmers, because of partial failure of the Monsoon. There has been a shortfall of 40 per cent in the hydro power generation of the State, necessitating purchase of power from the Central utilities. So, Rs. 800 crores is an additional burden in the last one month. The only thing I want to know from the hon. Minister is this. Will we have a larger view of the country's security and development concerns and think of something meaningful for the border State of Punjab?

Will the hon. Minister please answer it?

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, the hon. Member has made two observations. His first observation was about the delay in starting the work on the Jalandhar-Amritsar National Highway. He said that even after one year from Prime Minister's announcement, nothing had happened. There is a minor correction. The Prime Minister made this announcement on 26th November, 2001. So, it is closer to half-a-year, and not one year.

The second thing which I would like to submit for the information of this hon. House is this when a project of this nature is taken up—we are doing a large number of such projects under the National Highway Development Project—the time-frame that is required, from the time a decision is taken

[25 July, 2002]

RAJYA SABHA

till the first activity on the ground starts, is almost over two years. This is the normal time-frame. If the hon. Member wants, I will just give the rough estimate of time. Identification of a project takes six months—that means, we have to identify the project. Engagement of a consultant for project preparation takes four months; feasibility study takes another four months; preparation of detailed project report takes eight months; and the most delaying factor is—it is applicable in this case also—land acquisition; shifting utilities which takes more than one year—a delay of one-and-half year is already happening in the case of many projects. After land acquisition is completed, pre-qualification of contract starts. This is a very big project, worth almost Rs. 450—500 crores. So, the system of pre-qualification of contract takes over four to six weeks; then, analysis is done; then, tendering takes another four to six weeks. In this way, a normal project of this magnitude, *i.e.* Rs. 500 crores, would take about two years, from the time the decision is taken, to the commencement of work. So, I would like it to be understood. It is not a small project that, today, you decide a project, and, within three months or four months or five months, things start happening on the ground. Now, having said that, let me explain to you what we have done since then. We have got a detailed project report, as I gave you this time frame. The next thing that we wanted to do was to get hold of the land acquisition and utilities. The project is estimated to cost Rs. 465 crores. Out of which about Rs. 15 crores are being shifted to utilities. Now these are required to be done through the State Government. We were in touch with the State Government. They sent to us an estimate for this in April, amounting to about Rs. 14 crores. We examined it. There were some queries and clarifications. There were six or seven clarifications. It has been sent back to them. We are awaiting their response to modify it. Once we get this clarification and once it is approved, then we will request the State Government to do the land acquisition which involves three to four km. of length. The acreage will be different. Similarly, to remove the utilities which consist of electric system as well as underground water and other systems, this itself, hopefully, if we can expedite the activity and if things go well, will take about 12 to 14 months. Right now our experiences are that project sanctioned in 1999, still utilities are not being cleared for various reasons because somebody goes to court or some other delay is caused and things like that. Therefore, we are now in touch with them. We have also spoken to the Punjab Government and requested them that please sent it

back to us. We had sent this comment in the month of June. Hopefully, this will come. That is one aspect.

The other aspect is that you have said that we have talked about the financial commitment. We have to decide the options how we will fund this thing. We have three or four options. One is that it will be from the Budgetary provision which is not possible because of the type of amount that is required. Secondly, we thought of going to the World Bank. The World Bank said that it will take one-and-a-half to two years to decide. But we did not want to wait for that much time. The third option is go in for the BOT. The BOT has two options. Either we give it to the Malaysian Government which has shown interest and they want to do it on Government to Government basis, or, we go in for an open tender for the BOT. We are now in this process. When you said that whether financial analysis is being done, the type of offer the Malaysian Government is giving to us we want to see whether it is beneficial to us or not. We have to give certain amount of grant for a BOT project. We have to see whether this grant is beneficial to us. We have also to see that if we should go in for an open tender, then minimum grant is to be given. This is the state we are in. I have assured the hon. Member that we are very keen with regard to this project. I will only request him to kindly understand the procedure that we have to go through, in this case we are keen that this project goes through as early as possible. I can assure him that there will be no undue delay. The second thing he has been very kind to clarify. Sir, regarding part (b) of his question, I would submit to him that if I am asked a question I can only reply about my Ministry. Since there was general question, I would suggest to him that he could address it to the Prime Minister or somebody else. He knows and we also know that a lot of things are going on and a lot of aid and a lot packages are being given to Punjab. It is not in my domain to reply that sort of a question. That is why I have restricted myself to the road portion of extra packages.

SHRI ASHWANI KUMAR: In fact, the question was addressed to the hon. Prime Minister. In fact, this is a case of wrongful posting of the question. It was addressed to the Prime Minister. But anyway, if the Minister could have answered, I would have been happy. You have given a classic reply of an answer. You have given us every single justification why it cannot be done. I am asking in all humility why it cannot be done. I am asking in all humility and I am stating in all humility that this project is a

[25 July, 2002]

RAJYA SABHA

project of vital strategic Importance in a border State. Please do not give us regular justifications.....

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): Please put your question.... (*interruptions*)....

SHRI ASHWANI KUMAR: Therefore, Sir, my question is whether the hon. Minister would give us a specific time frame and not question.

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir/the hon. Member seems to be using a very high-flown language (*interruptions*)...

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): This word is not a parliamentary word. ...(*Interruptions*)....

MAJ. GEN. (RETD.) B.C. KHANDURI: I do not mind. ...(*Interruptions*)...Let it go on record. ...(*Interruptions*)...

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): It is all right. ... (*Interruptions*)...He has conceded..... (*Interruptions*)...

MAJ. GEN. (RETD.) B.C. KHANDURI: The point is that I thought it is my duty to inform the House what the type of ingredients that are going to decide the time frame and the way the funding is to be done. If this is digression, I do not know what would have been the specific reply. I have tried to explain to the House why this time frame that is taking place and we are not so much out of time that we can be charged of neglecting or delay. Therefore, I will again submit to him that I have only given him this time frame. As I said earlier, we are executing a large number of such projects and this is the time frame that is being used. Now, as regards the special time-frame, I submit that we have given time-frame. We are now trying to see that all these things are completed during this financial year itself.

DR. MANMOHAN SINGH: Mr. Chairman, Sir, my supplementary relates to part (b) of this question. For at least, fifteen years, there has been in existence a plan scheme for the development of border areas. The hon. Minister, of course, is not very familiar with the working of that scheme. But, that scheme can be used for road building, there is no bar to its utilisation for road building. So, Will the hon. Minister look at all the border area projects; and examine whether the National Road Programme can be dovetailed into a programme of overall development of these areas?

†Not recorded.

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, I will certainly will make a note of it and convey it to the department concerned.

सरदार गुरुचरण सिंह तोहड़ा: उपसभाध्यक्ष जी, मैं आपके माध्यम से मंत्री जी से कहना चाहता हूँ कि जो टैक्स लगाया गया है वह तो पंजाब और हरियाणा के ऊपर लगाया गया है और आप वहाँ सड़क बनाने से इंकार कर रहा है। जब पंजाब से हरियाणा के लिए चलते हैं तो ट्रक वाले, कार वाले, बस वाले, टेम्पू वाले को दोहरे पर टैक्स देना पड़ता है। कार वाले को 30 रुपये बस वाले को 150 रुपये ट्रक वाले को 200 रुपये और टेम्पू वाले को 80 रुपये टोल टैक्स के देने पड़ते हैं। इसके आगे उनको घघर नदी पर भी इतने ही पैसे देने पड़ते हैं और फिर तीसरे करनाल से पहले भी उन्हे इतने ही पैसे देने पड़ते हैं। अगर एक दिन में दो चक्कर लग जाए तो दोनो बार टैक्स देना पड़ता है। क्या पंजाब और हरियाणा लूटने के लिए ही है? क्या वहाँ पर सड़क नहीं बन सकती है? हम तो रोज सुनते हैं कि रघुकुल रीति सदा चली आई, प्राण जाय पर वचन न जाई। प्रधान मंत्री जी ने अमृतसर में वचन दिया था, जब महाराजा रणजीत सिंह की ताजपेशी का पर्व मनाया जा रहा था, उस वक्त वचन दिया था कि चार लेन की सड़क बनेगी और बहुत जल्दी बनेगी। डीजल और पेट्रोल के ऊपर सबसे ज्यादा सेस पंजाब और हरियाणा से मिलता है। पहले विश्वास दिलाया गया था कि वह पैसा उसी स्टेट की सड़कों के लिए दे देंगे, लेकिन अब सब बातों से इंकार किया जा रहा है। क्या प्रधान मंत्री जी के वचन की कोई कीमत नहीं है? मैं मंत्री जी से यह कुछ पूछना चाहता हूँ।

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खन्डूरी: माननीय उपसभाध्यक्ष जी, पहले तो प्रधान मंत्री जी.... (व्यावधान)....

उपसभाध्यक्ष (श्री टी. एन. चतुर्वेदी): प्लीज आप उत्तर सुन लीजिए।

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खन्डूरी: उपसभाध्यक्ष जी, प्रधान मंत्री जी का आदेश तो क्या उनकी इच्छा भी पूरी शक्ति से यह सरकार पूरी करेगी और करती आ रही है। जहां तक इस सड़क का सवाल है, मैंने अभी पहले समझाया था कि उनके आदेश के अनुसार ही इतनी जल्दी की जा रही है।(व्यावधान).... अगर आपकी समझ में टाइम फ्रेम नहीं आता है तो मेरा कसूर नहीं है। इसकी 26 नवम्बर, 2001 को प्रधान मंत्री जी ने घोषणा की थी। साधारणतः दो साल के बाद, 25 महीने के ऊपर जमीन पर काम शुरू होना चाहिए और मैंने पूरा विवरण समय का दे दिया है। उसके अंदर समय की कोई शार्ट – सर्किटिंग नहीं होती है। मैं माननीय तोहड़ा जी से निवेदन कर रहा हूँ कि हम जल्दी से जल्दी इसको करने की कोशिश कर रहे हैं। उनका आदेश है कि इसी वजह से हम अनेक प्रकार की चीजों को एक साथ कर रहे हैं। मैंने आपको बताया कि पंजाब को हमने लैंड एक्विजिशन और यूटिलिटी(व्यावधान)....

सरदार गुरुचरण सिंह तोहड़ा: पंजाब तो तबाह हो रहा है। ट्रक वालों से 200 रुपये टैक्स वसूला जा रहा है।(व्यावधान)..... वहां पर बहुत ज्यादा टॉल टैक्स लगा है।

उपसभाध्यक्ष (श्री टी. एन. चतुर्वेदी): आप मंत्री जी की बात सुन लीजिए। अभी बहुत प्रश्नकर्ता है।

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खन्डूरी : दूसरी बात जो आपसे कही है उससे संबंधित अगला सवाल डा. अबरार जी का है, यह उसमें भी आने वाला है। लेकिन आपने टैक्स के बारे में सवाल पूछा है, यह टैक्स 1997 के आदेश के अनुसार है। अगस्त, 1997 के बाद सड़क के ऊपर टैक्स लगाने का आदेश शुरू हुआ था। उन्हीं आदेशों पर, उन्हीं रेट्स के हिसाब से जो अगस्त 1997 में तय हुए थे, वही लग रहे हैं, कोई नया आदेश नहीं आया है, मैं दूसरे प्रश्न में आपको विस्तार से समझाऊंगा। जहां तक आपने सैस के बारे में कहा है कि पूरे देश में इकट्ठा हो रहा है और पंजाब को नहीं मिल रहा है। यह बात सही नहीं है। मैं आपके ध्यान में लाना चाहता हूं कि एक रुपया डीजल और एक रुपया पेट्रोल पर जो सैस लग रहा है, उसका विवरण संसद ने पास किया है कि कितना कहां जाएगा। उसमें जहां पर ज्यादा डीजल और पेट्रोल लग रहा है। उनको सेंट्रल रोड फंड के अनुसार उसी प्रतिशत में ज्यादा पैसा दिया जाता है आज हमारे देश के अंदर सबसे ज्यादा डीजल और पेट्रोल पर सैस महाराष्ट्र में है, उनको उसी अनुपात में ज्यादा पैसा मिल रहा है।

सरदार गुरुचरण सिंह तोहड़ा: इसके लिए तो..... (व्यावधान).....

उपसभाध्यक्ष (श्री टी. एन. चतुर्वेदी): तोहड़ा जी, अगले प्रश्न में पूछ लीजिएगा।

सरदार गुरुचरण सिंह तोहड़ा: पूरे हाउस से मेरी अपील है और मैं कहना चाहता हूं कि पंजाब और हरियाणा से ट्रकों से दिल्ली में माल आता है। ट्रक वाले ढाई सौ रुपए (व्यावधान)

उपसभाध्यक्ष (श्री टी. एन. चतुर्वेदी): आगे वाले प्रश्न में पूछ लीजिएगा। उसमें आपको अवसर दिया जाएगा।(व्यावधान).....

सरदार गुरुचरण सिंह तोहड़ा: पांच- पांच, दस – दस रुपए देते हैं और आप 97 का हिसाब मांग रहे हैं सारा पंजाब तबाह हो रहा है।

SHRI MURLI DEORA: Sir, as per reports, some of the recently constructed highways under the National Highways Development Programme have a major drawback that they are not maintained properly. They are not maintained properly because the contractors do not have

the obligation of maintaining them, because they are given the contract under the system of Engineering, Procurement and Construction (EPC). Very few highway projects have been given under the Built, Operate and Transfer (BOT) system. I do not want to give the figures in this regard. You have figures. Why does the Government not think of giving all these contracts under the BOT scheme, rather than under the EPC scheme? If the contracts are given under the BOT scheme, contractors will have a responsibility of maintaining them, at least for 18-19 years, whatever the term is there. So, will you please consider giving all these contracts under the new system of BOT?

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, so far as the maintenance of the roads, being constructed under the NHDP, National Highways Development Programme, is concerned, we have got about 14,000 kms. that are to be converted into 4-6 lanes from 2 lanes under this project. Right now, around 1900 to 2000 kms. have been done, both in the Golden Quadrilateral and the North-South, East West Corridor. Now, so far as the question, as the why every thing is not being done under the BOT is concerned, when this project was conceived—amounting to Rs. 54,000 crores—it was thought from where that quantum of money will come. At that point of time, the BOT or the Annuity—the other form of the BOT— was not much in vogue. Our country was not really prepared for those things. Therefore, at that time we had thought that Rs. 20,000 crore will come from, the ADB and the World Bank as a loan; Rs. 20,000 crore will come from cess on the diesel and petrol; Rs. 10,000 crore will be raised by the NHAI by way of public bonds; and only Rs. 4,000 crores was slated for the BOT and the Annuity because it was apprehended that, probably, even this much amount may not come. Therefore, as we are going over a period of time, today, our experience is that we can do more under the BOT and the Annuity. They are coming forward. And, the good thing is that instead Rs. 4,000 crore, which was planned up to 2007, we have got around Rs. 5,000-6,000 crore. Therefore, we would not like to go for more and more BOT schemes. You heard me talking about Jalandhar and Amritsar..... (*Interruptions*). As far as possible, we are trying to opt for BOT.

THE VICE-CHAIRMAN (SHRI T. N. CHATURVEDI): Shrimati S.G. Indi.3.

[25 July, 2002]

RAJYA SABHA

SHRIMATI S. G. INDIRA: Sir, in Tamil Nadu, there is a national highway from Chennai to Cuddalore, called East-West Road. This is the first phase. There is a long-pending proposal, that is. East Coast Road from Cuddalore to Tuticorin which covers the coastal areas—Cuddalore, Nagapattinam, Thanjavur, Ramanathapuram, Keelakarai and Tuticorin. This proposal is a very long-pending proposal. When is the Government going to clear this project?

MAJ. GEN. (RETD.) B. C. KHANDUR: The East-Coast Road is partly being done by the State Government and partly by us. I will send a detailed information to you.

श्री मोती लाल वोरा: माननीय उपसभाध्यक्ष जी, मैं माननीय मंत्री से यह जानना चाहता हूँ कि मंत्री जी ने कहा है कि वित्त पोषण के विभिन्न विकल्पों को पता लगाया जा रहा है और उन्होंने यह जानकारी दी कि या तो बजटरी प्रोविजन होगा या वर्ल्ड बैंक के माध्यम से आखिर किसी नतीजे पर सरकार को पहुंचना चाहिए। मेरा तो सीधा सा प्रश्न यह है कि क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि इन तीनों विकल्पों में से किस विकल्प पर कब तक निर्णय ले लिया जाएगा क्योंकि सरकार अनिर्णय की स्थिति में है।

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खन्डूरी: माननीय उपसभाध्यक्ष जी, मैं क्षमा चाहूंगा, शायद पहले उत्तर में मैं स्पष्ट नहीं बता पाया। मैंने पहले जवाब में कहा था कि पहला और दूसरा विकल्प रूल आऊट हो गया है। बजटरी प्रोविजन नहीं होगा, वर्ल्ड बैंक से जो डिले हो रहा है, उसमें हम नहीं होंगे। हमारे पास जो विकल्प है, वह बी.ओ.टो. में जाने का है। उसमें मलेशियन गवर्नमेंट ने हमको एक ऑफ़र दिया है और उसमें हम ओपन टेंडरिंग से जाना चाहते हैं या मलेशियन गवर्नमेंट के साथ डिसकस करना चाहते हैं, इसका फ़ाइनेंशियल ऐनालिसिस हो रहा है और एक – डेढ़ महीने में हम यह तय कर लेंगे।

SHRI NILOTPAL BASU: Mr. Vice Chairman, Sir, frankly speaking, I would not have raised any supplementary, but for the claim by the hon. Minister that we should be happy, and we should, in fact, congratulate the Government for implementing it at such a breakneck speed. I want to humbly draw the attention of the hon. Minister to the umpteen CAG reports, where the CAG has made a scathing criticism of Governments—I am not

talking of this Government alone—for their habit of announcing very high profile projects, on a hyperbole-scale, without doing any spade work.

THE VICE CHAIRMAN (SHRI T. N. CHATURVEDI): Please be brief because there are still two-three Members who want to put supplementaries(*Interruption*).... And, we have to take up the next question also.

SHRI NILOTPAL BASU: Sir, the actual formal announcement was made on 26th November, and we have been hearing of this dream project for three years now. You have mentioned that it took nine months to evaluate the project. All this should have been completed and properly tied up before making a formal announcement and getting a clearance from the Planning Commission. Why was it not done before the announcement of the project?

MAJ. GEN. (RETD.) B. C. KHANDURI: Sir, he has made a point that Governments are in the habit of making announcements, without preparation. Now, as far as this project is concerned, an announcement has been made. The preparation of the DPR should have taken a much longer time and we would still have been in the process of preparation of the DPR, but that activity has been completed. Therefore, some preliminary work was done. There are certain things which cannot be proceeded with, without Government's direction. Therefore, some delay has taken place. I don't claim that we are doing it at a breakneck speed. You were also talking about ...(*Interruption*)... Just a minute, (*interruption*) I will tell you where we are going fast. You have also mentioned about a large number of projects which the Prime Minister had announced. The National Highway Development Project was announced in 1998-99, where the first part, the Golden Quadrilateral ...(*Interruptions*)...

SHRI NILOTPAL BASU: What are the constraints in ...(*Interruptions*)...

THE VICE CHAIRMAN (SHRI T. N. CHATURVEDI): Now, you have already put your question, ...(*Interruptions*)... give others a chance.

MAJ. GEN. (RETD.) B. C. KHANDURI: Sir, he was saying that Government were in the habit of taking up projects, without any planning. I want to tell you that planning has been done in respect of various projects. We are not going as per the earlier time and cost overrun. We are trying to go ahead of schedule. The Golden Quadrilateral was to be completed, as per the planning in 1999, by 2004. We are attempting to complete, at

least, a substantial part of it by December, 2003, and all this has become possible because of financial Planning and organisational planning. All these things, which I have said, are being done, and we have tried to compress the time frame as much as possible. Of course, there are occasions when delays have taken place, but in this National Highway Development Project, we are going absolutely as per the schedule and at a faster pace.

श्री कलराज मिश्र: मैं माननीय मंत्री जी से जानना चाहता हूँ कि माननीय प्रधानमंत्री द्वारा की गई घोषणा के अंतर्गत उत्तर से लेकर दक्षिण तक और पूर्व से लेकर पश्चिम तक, पूरे भारत को सड़को के माध्यम से हो, उसी के अंतर्गत अभी प्रश्न पूछा गया है, जो मूल प्रश्न के उत्तर में माननीय मंत्री जी ने कहा है कि वित्त पोषण के विभिन्न विकल्पों को पता लगाया जा रहा है। मैं जानना चाहता हूँ कि पूरे देश के अंदर विशेष रूप से उत्तर प्रदेश को भी इसमें शामिल कर लें, वित्तपोषण की दृष्टि से व्यवस्था हो चुकी है जिसके आधार पर कार्य आरम्भ हुआ है और कार्य आरम्भ हुआ है तो कहाँ हुआ है?

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खंडूरी: जैसा मैंने अभी बताया कि प्रधान मंत्री की जो बहुत बड़ी योजना “ नेशनल हाईवे डेवलपमेंट प्रोजेक्ट” है, उसमें 14000 किलोमीटर बनाने की व्यवस्था है, सुधारने की व्यवस्था है। उसके अंदर चार से आठ लेन की पूरे वित्त की व्यवस्था हो चुकी है। मैंने आपको 54000 करोड़ रुपए का वर्णन किया है। जो 54000 करोड़ रुपए की व्यवस्था हो गई है। इसमें जितना इसके लिए धन की व्यवस्था हो गई है। धन की कमी की वजह से इस नेशनल हाईवे डेवलपमेंट प्रोजेक्ट में किसी प्रकार की अड़चन नहीं होगी।

उपसभाध्यक्ष (श्री टी. एन. चतुर्वेदी): श्री लालू प्रसाद । संक्षेप में।

श्री लालू प्रसाद: महोदय, मैं माननीय मंत्री जी से जानना चाहूंगा कि माननीय प्रधान मंत्री जी ने 9 महीने पहले , पंजाब चुनाव के तीन महीने पहले घोषणा की थी कि अमृतसर और जालंधर जो हमारा मजदूर प्रांत है, वहां प्रधान मंत्री जी ने बिना सोचे- समझे, बिना वित्त का प्रबन्धन किए, इस ख्याल से उन्होंने घोषणा की थी कि पंजाब के मतदाताओं को प्रभावित किया जाए और करारी हार के बाद जब वे नहीं जीते तो फिर इस बात की टाल – मटोल की जा रही है। क्या यह बात सत्य है या नहीं?

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खंडूरी: यह सत्य नहीं है। जहां तक मतदाताओं को प्रभावित करने की बात है तो हम सब लोगों को माननीय लालू प्रसाद जी से शिक्षा लेनी चाहिए कि किस प्रकार मतदाताओं को प्रभावित किया जाता है हम लोग इस मामले में अनपढ़ हैं।

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): Now, next Question, Dr. Atyar Ahmed.

SHRI JANARDHANA POOJARY: Sir, it a very important question. The Parliamentary Committee ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI T. N. CHATURVEDI): No, sorry ...*(Interruption)*...

SHRI JANARDHANA POOJARY: A decision ...*(iatefruption)*...

THE VICE-CHAIRMAN (SHRI TN. CHATURVEDI): No please, Nothing will go on record ...*(Interruptions)*... A member from your Party has to put the next Question ...*(Interruptions)*... No, I am sorry...*(Interruptions)*... Mr. Poojary, you had been a Minister ...*(Interruptions)*... Please abide by the time factor...*(Interruptions)*... No, sorry ... *(Interruptions)*...

SHRI JANARDHANA POOJARY:-Parliamentary Standing Committee has submitted its report ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): Mr. Poojary, ypur question will not be replied to ...*(Interruptions)*... Very sorry ...*(Interruptions)*...

SHRI JANARDHANA POOJARY. Sir, you are presiding over the House. The Parliamentary Standing Committe has submitted a report, but nobody is taking cognizance of that ...*(Interruptions)*... You are sitting in the Chair ...*(Interruptbns)*...

THE VICE-CHAIRMAN (SHRI T. N. CHATURVEDI): I think you do not mean to cast aspersions on the Chair ...*(Interruptions)*... I am afraid you will have to withdraw these words ...*(Interruptions)*... I am telling you that you will have to withdraw these words ...*(Interruptions)*... Thirty-five minutes have been spent on first Question. There are other Questions also ...*(Interruptions)*... I know what aspersion has been cast on-the Chair. Addressing the Chair, as 'sitting in the Chair' is an aspersion ...*(Interruptions)*... I know that much of English ...*(Interruptions)*...: I understand that much of English and its implications ...*(Interruptions)*... But you have been a Minister ...*(Interruptions)*... you have been a Minister ...*(Interruptions)*... Please...*(Interruptions)*... Mr. Poojary, mind your wwds ...*(Interruptions)*... Nothing will go on record ...*(Interruptions)*... Dr. Abrar

Ahmed:

पथकर की वसूली करना

162. **डा. अबरार अहमद:** क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने चार लेन वाले सभी राष्ट्रीय राजमार्गों, उपमार्गों तथा प्रमुख पुलों पर पथकर वसूलने का निर्णय लिया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या राजमार्गों / पुलों आदि की लागत की वसूली के बाद पथकर वसूली बंद कर दी जाएगी; यदि नहीं, तो उसके क्या कारण हैं?

सड़क परिवहन और राजमार्ग मंत्रालय के राज्य मंत्री (मेजर जनरल) (सेवानिवृत्त) भुवन चन्द्र खन्डूरी: (क) से (ग) एक विवरण सभा पटल पर रखा जाता है।

विवरण

(क) और (ख) जी हां। सरकार ने निम्नलिखित पर प्रयोक्ता शुल्क लगाने का निर्णय लिया है।

(1) राष्ट्रीय राजमार्गों के चार लेन वाले खंड।

(2) प्रत्येक 100 लाख रु. से अधिक लागत के सभी पुल जो 1 मई, 1992 के बाद किंतु 4 दिसंबर 2001 से पहले पूरे किए गए और यातायात के लिए खोल गए तथा प्रत्येक 500 लाख रु. से अधिक लागत के सभी पुल जो 4 दिसंबर 2001 को अथवा उसके बाद पूरे किए गए।

(3) बी ओ टी आधार पर शुरू की गई सड़क सुधार परियोजना, पुल और बाइपास।

(ग) जी, नहीं। राष्ट्रीय राजमार्ग (राष्ट्रीय राजमार्ग खंड और स्थायी पुल के प्रयोग के लिए शुल्क – लोक वित्तपोषित परियोजनाएं) नियमावली, 1997 के अनुसार पथकर की वसूली स्थायी तौर पर होगी ताकि राष्ट्रीय राजमार्गों के विकास और रख-रखाव के लिए धनराशि जुटाई जा सके।

Collection of Toll-Tax

†*162. DR. ABRAR AHMED: Will the Minister of ROAD TRANS PORT AND HIGHWAYS be pleased to state:

(a) whether Government have decided to collect toll-tax at all four-lane National Highways, by passes and major bridges;

†Original notice of the question was received in Hindi.