

# RAJYA SABHA

*Thursday, the 1st March, 2001/10 Phalguna, 1922 (Saka)*

The House met at eleven of the clock

MR. CHAIRMAN, in the chair.

श्री संघ प्रिय गौतम (उत्तरांचल): सर, बहुत-बहुत बधाई।

SOME HON. MEMBERS: Many happy returns of the day.

MR. CHAIRMAN: Thank you.

## ORAL ANSWERS TO QUESTIONS

### Targeted Road Building Plans

101. SHRI SURESH KALMADI†:

SHRIMATI AMBIKA SONI:

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

(a) whether Government have any plan to take up targeted road building in various parts of the country during the next financial year, particularly, in view of the wide-spread damage caused to roads and bridges in Gujarat due to recent earthquake;

(b) if so, the details thereof, including cost of the proposed road building in various States and the participation of the State Governments, in their respective areas;

(c) whether any foreign assistance is available for implementing these plans; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MAJ. GEN. (RETD.) B.C. KHANDURI): (a) to (d) A statement is laid on the Table of the House.

### Statement

(a) Yes, Sir. National Highway Development Project (NHDP) comprising of Golden Quadrilateral and North-South and East-West Corridors

†The question was actually asked on the floor of the house by Shri Suresh Kalmadi.

taken up by the Government will continue in the next financial year. In addition, improvement works on National Highways other than NHDP are also proposed to be taken up in various States. Immediate repairs to damages caused to roads and bridges in Gujarat during recent earthquake have already been carried out.

- (b) Four laning of 2027 Kms. of National Highways at an estimated cost of about Rs. 11,000.00 crore under NHDP are scheduled to be awarded by June 2001. In addition, improvement works amounting to Rs. 3028.76 crore are included in the proposed Annual Plan 2001-02 for National Highway Sections other than NHDP in various States.

Development of National Highways is fully financed by the Central Government. Involvement of State Government is by way of being the implementing agencies for National Highways for non NHDP Sections.

- (c) and (d) Apart from on-going projects financed by them, World Bank and Asian Development Bank have shown interest in providing loan assistance for financing part of the NHDP during the next financial year also. Details in this regard have not yet been finalised by them.

**SHRI SURESH KALMADI:** Mr. Chairman, Sir, many ambitious road projects have been announced which, by itself, is a good thing. But the implementation of the same has been very tardy. A provision of Rs. 2500 crores has been made under the Pradhan Mantri Gram Sadak Yojana for rural roads. But I believe not a pie out of it has been spent this year. Under the ambitious programme of Golden Quadrilateral only 600 Kms. have been covered so far. Why is the delay? Are the bureaucratic controls still very, very strong that it could not happen? Even the Planning Commission has criticised the Government for taking up the highway development projects without proper planning. You had to put a cess on petrol and diesel; collecting about Rs. 6000 crores. In about seven to eight years you will be collecting Rs. 60,000 crores. But the total amount required is much, much more for the improvement of roads. Therefore, is there any plan to involve the private sector? In your reply, you have said that you are talking to the Asian Development, World Bank, etc. Have you any plans to involve the private sector in the road building activity?

**MAJ. GEN. (RETD.) B.C. KHANDURI:** Mr. Chairman, Sir, as I understand, the hon. Member has raised three questions. The first is pertaining to the rural roads. I would like to clarify that this subject is being dealt with by the Ministry

[1 March, 2001]

RAJYA SABHA

of Rural Development; not by the Ministry of Surface Transport. A provision of Rs. 2500 crores has been made. At this stage, it is not proper to say that nothing has been done. The House may recollect, the Road Bill has been passed by both the Houses only in the Winter Session, i.e., last December. The money has already been allotted. But list containing the details of the roads have to come from the State Governments to the Central Government. Then, the Central Government would give its approval. Therefore, it is not fair to say in regard to the scheme which has just commenced in December—that nothing is on the ground. The State Governments have to give certain feedback. I am sure this will be in place very soon.

SHRI SURESH KALMADI: You have made a provision of Rs. 2500 crores for this year, but nothing has been spent. That is what I had said.

MAJ. GEN. (RETD.) B.C. KHANDURI: This whole process was approved by Parliament only in the month of December. The scheme was announced on the 25th December. Therefore, I think we should give a little time for things to get going.

The second thing the hon. Member talked about is the Golden Quadrangle and its tardy implementation. I would like to humbly submit that this is not a fair assessment. The scheme which has been started is indeed a very ambitious scheme. For the first time in the country, in 50 years of independence, such a scheme has been mooted. About 5,952 Kms. of the Golden Quadrangle is planned to be connected. I would like to inform the hon. Member that the whole thing is going on very much on schedule and in a very organised manner. I would only like to give one or two instances. After having conceived this scheme, initially, a lot of ground work had to be done. Such a scheme has never been thought of earlier, leave alone its implementation. Actually, the Golden Quadrangle alone is scheduled to be completed in 2004. After going into the details, we have organised everything. We have preponed it to December, 2003. Therefore, to say that the progress of this project is tardy is not correct. At the moment, if things are not in place it is because it takes time. Now, about 1200 Kms. of roads have to be completed by June. About 5,952 Kms. would have to be completed sometime by the middle of next year. Therefore, this project will be completed as per schedule. The work is going on as per schedule. Things are totally under control. I can assure the House, there is nothing to worry about. The third thing you have asked is about the role of private sector. We are very much wanting the private sector to take part in our schemes. In the funding pattern, we have very much taken cognizance of the private sector. The private

sector is coming in at the moment. We have got over Rs. 1000 crores worth of Build, Operate and Transfer, BOT, projects. We have 20 of them. Eleven of them have been completed and the rest are ongoing. Further we are going in even for Government-to-Government projects. With Malaysia, we have signed an MoU for Rs. 760 crores. The final agreement will soon be cleared. Another 600 kilometres of the Calcutta Vivekananda Bridge is also to come up soon. For another 600-700 kilometres, the Malaysian Government is coming in. The Indian private sector as well as other private sectors are very much part of our projects. We have given a lot of facilities. For some of them, that is, the Build, Operate, Transfer, Projects, grant up to 40 per cent has been permitted. We have given the private sector income-tax concession for five years. Yesterday, it has been announced that it would be 10 years. On the total income-tax, 30 per cent concession has been given for the next 20 years. They can pick up any 10 years out of those 20 years. We have made model concession agreements for the private sector. The private sector is coming in. Apart from BOT, we have also gone in for Annuity payments. There was some problem with regard to the toll collection. They have got some reservation there. Therefore, we very much want the private sector to come in. We are making the maximum use of them.

**SHRI SURESH KALMADI:** Would the Prime Minister think in terms of bringing both the Gramin Sadak Yojana and the Golden Quadrilateral project under one Ministry? Now they are under two different Ministries. These sort of projects, the integration of National Highways, State Highways and the roads, must all be an integrated plan. If you have two Ministries, the left hand might not know what the right hand is doing. So, there should be one particular Ministry. Would the Prime Minister think in terms of one Ministry for them? This sort of a big project, one would assume, would be employment-oriented. A lot of people should get work in this big, Rs. 60,000-crore, project. The national re-construction of roads should be a big employment factor. But, unfortunately, it is bringing in only foreign companies. In the tender forms, there is priority for people who bring in modern equipment whereas we have got a vast manpower which can be used for this road-building exercise. Most of your contracts are going to foreign companies and the Indian companies which are quite big are given only sub-contracts. I think this not in the scheme of things. So, would you think of making this employment-oriented? The Indian companies should get priority in this so that only bringing in the latest equipment from abroad may not be the criterion.

**MAJ. GEN. (RETD.) B.C. KHANDURI:** On the question about one Ministry, it is not appropriate for me to reply. But let me humbly suggest that it is not

[1 March, 2001]

RAJYA SABHA

right to say that the left hand does not know what the right hand is doing. I can give you the total picture of the cess money being used, what the Rural Ministry is using. But, concept-wise, rural development is a separate Ministry. You have talked about the Gramin Sadak Yojana. Appropriately, that should be dealt with by the Rural Development Ministry. And the Planning Commission is coordinating it. There is no difficulty. If more details are required, I would also be in a position to give them as to what is happening.

As regards the total concept of roads, let me inform the House that India has got 33 lakh kilometres of road. Out of that only 57,737 kilometres is National Highways, which my Ministry is supposed to look after; 1,28,000 kilometres is State Highways; 4,70,000 kilometres are major district roads which are being looked after by the States. 26.5 lakh kilometres are the gramin, village roads. The last three are looked after by the States as far as maintenance is concerned. The Golden Quadrilateral which is coming up now and the development of the National Highways; as many as 13,300 kilometres are looked after by our Ministry. Even for the States, the cess money is going. This year, we have given to the States Rs. 990 crores for the city roads and major district roads. The concept of the Prime Minister is that the roads in totality, 33 lakh kilometres, in India should be looked at and improved upon and the National Highways should be raised to international standards. That is the concept, and that is why this division has been done. The third point which the hon. Member has raised is that it is not employment oriented, and a lot of foreign companies are being given the contracts. This is not factually correct. First of all, we very much wanted it to be employment oriented. But, we have to keep in mind that for better quality of roads, the modern techniques have to be used and per force, we have to depend on better machines. To the extent the roads can be made of a good quality, the manpower would be employed. As regards the aspect of foreign companies, there is some misconception. Factually, as of last week, there were 54 contracts which have been given by the National Highways Development Programme. Out of 54 contracts, 37 have been given to Indian companies, 11 contracts have been given to joint ventures—Indian and foreign—and only six companies out of the whole lot of 54 companies are foreign. Therefore, we have a total transparent system of tendering. We have got a pre-qualification arrangement that is necessary in order to ensure that only those people who are qualified, come forward. The Government is giving a tremendous amount of assistance for this purpose. Our own people have been permitted to import custom-free road building machinery which is not being produced in India. So, all this is being done with a view to ensuring that we employ our own internal indigenous capability to a

greater extent. But the areas where it is not possible or where something better or cheaper is being available, we are making use of that.

**SHRIMATI AMBIKA SONI:** Sir, I must congratulate the Minister for his very pious intentions. Some time ago, I think, almost a year ago, the hon. Prime Minister had announced the National Express Highway, connecting the North and the South. But from all the information available to us as citizens, it has not yet taken off, and the blue print is only on the paper. I would like to know from the hon. Minister one thing. Is it one of the reasons that the said highway project is not taking off at all due to compensation to be paid to those people whose land has to be acquired? If that is so, wasn't this taken into consideration when the highway project was announced? Similarly, yesterday's Budget puts a lot of responsibility on the State Governments by giving them the cess amounting to Rs. 1,000 crores for the State roads. Would there be any monitoring agency to ensure that this money is spent on roads which are badly needed in different States or would this money be diverted for some other purpose? What steps is the Government taking to pay adequate compensation to those people, especially, in the agricultural sector, would be losing their land for this purpose?

**MAJ. GEN. (RETD.) B.C. KHANDURI:** Sir, the North-South and East-West Corridor consists of 7300 Kms. of road. As of now, it starts from Silcher to Porbunder and from Srinagar in Jammu and Kashmir to Kanyakumari. It is not correct to say that this is being delayed or there has been a delay in our planning. This is to be completed by 2007. The Golden Quadrilateral is to be completed by 2003. Therefore our emphasis, while awarding the contracts is also on the Golden Quadrilateral. Although, about 400 kms. of road North-South and East-West Corridor has already been completed, we are going to concentrate on this after we have finished awarding by June this year for the Golden Quadrilateral. Thereafter, there will be total concentration on North-South and East-West Corridors, and this will also go as per schedule. I hope it to be completed before 2007, but certainly, there is no problem in planning or in implementing the same.

**SHRIMATI AMBIKA SONI:** I am talking of the acquisition of the land.

**MAJ. GEN. (RETD.) B.C. KHANDURI:** I am coming to that point. The question of land acquisition has always been a problem, particularly, in some of the States, where there is shortage of land, where the land is very costly. For instance, this has been a problem in Kerala. Therefore, at the Government of India's level, we have revised the system of land acquisition, and now, as per the present system which has been introduced recently, we have authorised a State

[1 March, 2001]

RAJYA SABHA

Government person by name. Normally, it is the District Magistrate. He is being authorised by me to go ahead and carry out the land acquisition. How much money is to be paid as compensation for acquiring the land, is all fixed by the State Government. They do all this work for us and we make the payment. There has been some problem in some areas. But with this new system, the State Governments are also participating very positively in this, and the land acquisition problem has been reduced considerably. There are some areas; there are some cases. We certainly have to lay emphasis on this. I have written to the Chief Ministers requesting them to lay a little more emphasis on this. But the system has been simplified and we hope that this will not be a major problem. In some places some problems will be there. But this will not be a major problem.

As regards the third point of monitoring the States, we are very much aware of it. I have told you that an amount of Rs. 990 crores is allotted for both rural and State roads. The system that we have evolved is this. We have released the first lot, that is one-third of this Rs. 990 crores, in the month of November itself. On that basis, the Ordinance has been issued. The money has gone to the States. The States have forwarded the list of roads which they want to develop and they have sent us the rough estimates. They are getting checked by my Ministry. If we are satisfied that it is being utilised properly, we clear it. The States will utilise that one-third and thereafter give us their requirement. In fact, we are giving them sanction for the full amount of money that has been allotted to them so that there is no delay. But the payment will depend on the physical utilisation of that money on those roads that have already been sanctioned and not anywhere else, even on other roads. Thereafter, monitoring has been effectively done.

श्री संजय निरुपम: सभापति महोदय, सड़कों के विकास के लिए सरकार का जो विशेष कार्यक्रम चल रहा है और सरकार ने जो विशेष ध्यान दिया है उसके लिए निश्चित तौर पर मैं सरकार को बधाई देना चाहता हूं, लेकिन मेरा प्रश्न इसी विकास के कार्यक्रम से जुड़ा हुआ दो पार्ट में सप्लीमेंटरी है। माननीय मंत्री महोदय ने बताया कि 2027 किलोमीटर के नेशनल हाईवे को जून, 2001 से शुरू करने की योजना है और इसके लिए 11 हजार करोड़ रुपये का पूरा प्लान है। उसके बाद नैक्स्ट ईयर के बजट के लिए 3 हजार 28 करोड़ रुपया है। हमें समझ में नहीं आ रहा है कि यह पैसा कहां से आएगा और किस मद के खर्च को रोक करके सड़कों के विकास के लिए पैसा लिया जा रहा है। कल जैसाकि वित्त मंत्री महोदय ने अपने बजट भाषण के दरम्यान घोषणा की कि डिस्इन्वेस्टमेंट के जरिए जो 12 हजार करोड़ रुपये को रोज करेंगे उसमें से 5 हजार करोड़ रुपया सड़कों के विकास के लिए देंगे। इस बात की क्या गारंटी है कि डिस्इन्वेस्टमेंट के जरिए 12 हजार करोड़ रुपया पक्का हमें मिल जाएगा और उसमें से 5 हजार करोड़ रुपया सड़कों के विकास

के लिए हम अपने पास रख पायेंगे? अगर इस पैसे की उगाही नहीं हो पाती है या इस फंड का जेनरेशन नहीं हो पाता है तो सरकार के पास वैकल्पिक व्यवस्था क्या है? यह मेरे सप्लीमेंटरी का पहला पार्ट है और दूसरा पार्ट मैं यह बताना चाहता हूँ कि महाराष्ट्र में जब शिवसेना-बी.जे.पी. की सरकार थी तब हम लोगों ने भी सड़कों के विकास के लिए बहुत कार्यक्रम चलाए और उनके जरिए बहुत बड़े पैमाने पर लोगों को रोजगार दिए, भले ही वे अस्थायी रोजगार थे। शिक्षित इंजीनियर थे, लेबरर थे, सुपरवाइजर थे। मैं माननीय मंत्री महोदय से जानना चाहता हूँ कि सड़कों के विकास के कार्यक्रम के जरिए पूरे देश में कितने लोगों को रोजगार दिया जा सकता है?

मेबर जनरल (सेवानिवृत्त) बी.सी. खन्डूरी: पहला प्रश्न आपका है कि पैसा कहां से आएगा और डिस्इन्वेस्टमेंट से इसको जोड़ दिया गया है, मैं माननीय सदस्य को जानकारी देना चाहता हूँ कि इस पैसे का जो हमारी व्यवस्था है सड़कों को बनाने के लिए यह जो 54 हजार करोड़ रुपया या 60 हजार करोड़ रुपया गोल्डन क्वाडरएंगल और नॉर्थ-साउथ ईस्ट-वेस्ट कॉरीडोर के लिए आने वाला है, उसके साथ पोर्ट कनेक्टिविटी का भी करीब चार हजार करोड़ रुपया है। इसका डिस्इन्वेस्टमेंट वगैरह से कोई संबंध नहीं है। पैसे की व्यवस्था पूर्ण रूप से कर दी गई है और उसका ब्यौरा इस प्रकार है। हमारे पास जो अभी 54 हजार करोड़ को, 27 हजार गोल्डन क्वाडरएंगल, 27 हजार नॉर्थ-साउथ कॉरीडोर का जो पैसा हमको चाहिए उसके लिए व्यवस्था इस प्रकार है। बीस हजार करोड़ का जो सैस हम इकट्ठा कर रहे हैं उसके माध्यम से एन.एच.डी.पी. को जाएगा, बीस हजार करोड़ रुपया एक्सटर्नल असिस्टेंस से आएगा, जिसकी व्यवस्था काफी हद तक हो चुकी है, कुछ पैसा आ चुका है और कुछ आने वाला है। दस हजार करोड़ रुपया एन.एच.ए.आई. पब्लिक फंडिंग से आने वाला है। उसमें से 500 करोड़ आलरेडी ले चुके हैं, 500 करोड़ का एक बांड अभी 4-5 दिन पहले निकला है। इस प्रकार इस पीरियड के दौरान पूरे सात साल के अंदर हम लोग दस हजार करोड़ रुपया पब्लिक फंडिंग से लेने वाले हैं। चार हजार करोड़ रुपया हम लोग प्राइवेट सेक्टर से लेने वाले हैं। अभी जैसे पहले प्रश्न में मैंने बताया था कि हम प्राइवेट सेक्टर को भी इन्वाल्च कर रहे हैं और बी.ओ.टी. के ऊपर करीब चार हजार करोड़ रुपया हम प्राइवेट सेक्टर से इसमें लगाने की उम्मीद रखते हैं जिसमें से जैसे मैंने बताया करीब एक हजार छब्बीस करोड़ आलरेडी इन्वाल्च हो चुका है, लग गया है। इसलिए अगले सात साल के अंदर यह इस प्रकार से पैसा आएगा। इसमें हमें कोई शंका नहीं है। पैसे की व्यवस्था हो गई है। हमारे पास पैसे की कोई समस्या होने वाली नहीं है। इसलिए यह शंका दूर होनी चाहिए। जहां तक यह सवाल है कि कितने लोग इसमें लगाए जाएंगे, तो यह कहना मेरे लिए संभव नहीं है। मैंने पहले ही बताया है कि हमारी कोशिश है कि ज्यादा से ज्यादा लोग इसमें लगाए जाएं। यह जो सड़कें बनाने का काम है और खासकर नेशनल हाइवे बनाने का काम है चाहे वह 4 लेन बने या 6 लेन बने, यह बहुत टेक्निकल काम है और इसके अंदर मशीनरी का बहुत ज्यादा उपयोग होता है और इसमें हाईटेक्नोलॉजी भी इन्वाल्च है। इसलिए जितने अधिक से अधिक आदमी हम इस काम में लगा सकेंगे, हम लगाएंगे लेकिन उनके आंकड़े देना मेरे लिए संभव नहीं है।



[1 March, 2001]

RAJYA SABHA

**PROF. (SHRIMATI) BHARATI RAY:** Sir, like any other infrastructure, for roads not only construction but also maintenance is equally important. What steps does the Government propose to take for the maintenance of roads that have already been constructed? How much money has the Government allotted for this purpose? What is the process of monitoring? This is part (a) of my question. Part (b) of my question is this. I have heard that the private sector is unwilling to invest in this capital-intensive sector. The hon. Minister has mentioned that much impetus has been given to the private sector. What is the input so far the last year or the year before the last? There is a fear in the road sector, a genuine concern among them that the major contracts would be cornered by the multinational companies with the Indian companies becoming merely subcontractors. What steps does the Government plan to take for protecting the interest of the Indian companies?

**MAJ. GEN. (RETD.) B.C. KHANDURI:** Sir, the first part of the question of Hon'ble Member was about the maintenance arrangement and the monitoring system. Sir, it is a very important aspect which is constantly attracting our attention. At the moment, we are trying to bring these roads, particularly the National Highways of 57,737 kilometres up to a certain standard. We are doing it in two ways. Firstly, the National Highways Authority of India is doing the NHD programme. They will take up 14,000 kilometres of road and convert that into four-lane or six-lane. Therefore, these roads will be completed and brought to a certain standard. Thereafter, the methodology that we adopt is this; these roads are maintained by the NHAI through a toll system. They collect the toll and plough back that money into maintenance of roads. Now in regard to the roads which have been given on BOT arrangement, the concession agreement varies from 15 years to 30 years. That means for that period these agencies will have to maintain those roads up to the required standards. This arrangement will enable us to keep the roads going, at least these 14,000 kilometres of roads which are, at the moment, under the NHDP. The rest of the roads are to be maintained directly by my Ministry. We have got an organisation. This maintenance work is being done through the State PWDs. This needs to be understood. Generally, it is not known. We are giving money to the State PWDs as maintenance agencies. We do not have a separate maintenance agency at the Central level. In the reply, I have stated that we have now made a provision of Rs. 3028.76 crores in the coming year for this purpose. There are various activities which have to be done. At the moment, for improving the roads there is a programme called NHO. In this, the first thing is widening of roads and making pavements. The

second thing is improving the riding quality (IRQP) and the third thing is repair and maintenance. We have to do all these things. But for that we need a very large quantum of money. As of today, if I want to bring these 57,000 kilometres up to a certain level, I need Rs. 1,65,000 crores. This much money is not available with us. Therefore, we are trying to do in it in stages, slowly and gradually. We are first trying to bring these two-lane roads up to a certain standard. Thereafter, as and when, we complete these 13,000 kilometres which come under NHDP, hopefully, other roads will also will be converted into four-lane or six-lane. This is the system. We will do that. The last part of the supplementary was about multinationals. I have got the figures. This information that the multinationals are cornering the contracts is not correct. We will not allow them to do it. We are engaging our own people. I have given you many examples about how we are doing it, including allowing our people to import very costly machine. A number of people have imported them. We have allowed free imports. We have also given them tax incentives. As regards the number of people, out of 54, only six are outsiders. I am sure that such a thing will not happen, and we will have a check on it. Our own people must come forward. That is why we also, sometimes, reduce the package. Ideally speaking, we should have done 100 kms. in one contract. But we are reducing it so that people with low financial capability can also come in.

**श्री सुरेश पचौरी:** आदरणीय सभापति महोदय, राष्ट्रीय राजमार्गों के विकास के लिए जो वित्तीय मदद है वह केन्द्रीय शासन की तरफ से दी जाती है लेकिन जो इम्प्लीमेंटिंग एजेंसी होती है वह स्टेट गवर्नमेंट होती है। मैं माननीय मंत्री जी के अपने उत्तर 'बी' की तरफ ध्यान आकर्षित करना चाहूंगा जिसमें उन्होंने इस बात का उल्लेख किया है कि जून, 2001 तक राष्ट्रीय राजमार्गों पर चार लेन बनाने का काम कर दिया जाएगा। मैं आपके माध्यम से यह जानना चाहता हूं कि इस योजना के अंतर्गत मध्य प्रदेश सरकार ने कितने राष्ट्रीय राजमार्गों के विकास की अनुशंसा की है और उसमें से कितने राजमार्ग शामिल कर लिए गए हैं और उनके लिए कितनी राशि तय की गई है? क्या पुरातत्व विभाग की दृष्टि से जो उपयोगी स्थान हैं जैसे कि भोजपुर है, भोजपुर अबदुल्ला गंज से गुजरता हुआ जो राजमार्ग है, इस प्रकार के राजमार्गों को इस प्रकार की स्कीम में क्या प्राथमिकता और वरीयता दी जाएगी और यदि दी जाएगी तो उसमें मध्य प्रदेश के कितने राष्ट्रीय राजमार्ग हैं?

**मेजर जनरल (सेवानिवृत्त) बी.सी. खन्डूरी:** माननीय सभापति महोदय, यह सवाल सीधे-सीधे इससे संबंधित नहीं है। मैं कोशिश करूंगा जो आपकी शंका है उसको दूर करने की। जहां तक व्यवस्था का प्रश्न है वह इस प्रकार है कि केन्द्र राष्ट्रीय राजमार्गों के रखरखाव की व्यवस्था करता है। लेकिन हमारे पास अपना सैपरेट एजेंसी नहीं है और न इसको बनाना उचित होगा, क्योंकि पूरे देश के लिए जैसे पी.डब्ल्यू.डी. है इसी प्रकार की एक व्यवस्था हमको करनी पड़ेगी। हर प्रदेश से हमारी

[1 March, 2001]

RAJYA SABHA

अपेक्षा है और उन्होंने उसे किया है कि राष्ट्रीय राजमार्ग बनाने के लिए पी. डब्ल्यू. डी. का एक अलग संगठन बनाया। हर प्रदेश में एक चीफ इंजीनियर नेशनल हाइवे के नाम से जाना जाता है। उनके नीचे सुपरिंटेंडिंग इंजीनियर, एक्जीक्यूटिव इंजीनियर और जूनियर इंजीनियर वगैरह हैं। तो उनका अपना एक अलग सेल बना हुआ है। वे लोग, उनके क्षेत्र के अंदर जितने राष्ट्रीय राजमार्ग हैं उनकी क्या स्थिति है वे उसकी जांच करते हैं और स्थिति को देखते हुए वे सुझाव देते हैं कि कितना पैसा किसके ऊपर इस साल खर्च किया जाए। हमारी मिनिस्ट्री की तरफ से पूरे प्रदेश के अंदर एक या दो अधिकारी रहते हैं। सुपरिंटेंडिंग इंजीनियर का एक अधिकारी प्रदेश में है। उसके साथ शायद दो एक्जीक्यूटिव इंजीनियर होते हैं, उससे ज्यादा संभव नहीं है। तो प्रदेश सरकार जिसके अंदर वे राष्ट्रीय राजमार्ग हैं उनको हमने जिम्मेदारी दी है कि वह हमें बताएं कि कितना पैसा किसके अंदर लगता है। हमारे पास उसके आंकड़े रहते हैं कि किसके ऊपर कितना पैसा खर्च हो गया। उसके बाद उनको पैसा दिया जाता है। वे उसका रखरखाव करते हैं।

जहां तक आपने अन्य सड़कों के बारे में कहा है जिसका आपने उदाहरण दिया है, वह अगर स्टेट हाइवे हैं तो पूरी उनकी जिम्मेदारी है। समय-समय पर वह हमको बताते हैं और नेशनल हाइवे की संख्या बढ़ा दी जाती है। पिछले दो-तीन साल के अंदर हमने 19000 किलोमीटर स्टेट हाइवे से राष्ट्रीय राजमार्ग बनाए हैं। तो इसलिए जिम्मेदारी अलग-अलग बंटी हुई है। जहां तक आपने कहा है कि मध्य प्रदेश के बारे में कितना पैसा दिया है तो मेरे पास उसके बारे में आंकड़े यहां हैं कि पिछले चार साल में इनको कितना पैसा दिया गया है। आप चाहें तो मैं यहां पर पढ़ देता हूं या आपको भिजवा दूंगा।

श्री संघ प्रिय गौतम: सभापति जी, दिल्ली से मुरादाबाद, काशीपुर और राम नगर होते हुए नैनीताल तक सड़क मार्ग है। पहले मुरादाबाद, काशीपुर, राम नगर और नैनीताल अविभाजित उत्तर प्रदेश के स्थान थे। अब नया राज्य उत्तरांचल बन गया है। उत्तरांचल के उच्च न्यायालय का मुख्यालय नैनीताल हो गया है। राम नगर विश्वविख्यात जीव उद्यान है और काशीपुर औद्योगिक क्षेत्र है। मुरादाबाद तक तो राष्ट्रीय राजमार्ग है लेकिन मुरादाबाद से आगे इन तीनों शहरों में होता हुआ टूट-फूट, छोट-बड़ा संकीर्ण राजमार्ग है। मैं मंत्री महोदय से यह जानना चाहता हूं कि इस परिवर्तन को देखते हुए और इसके महत्व को देखते हुए क्या इस मार्ग को राष्ट्रीय राजमार्ग घोषित करेंगे और उसका निर्माण करेंगे?

मेजर जनरल (सेवानिवृत्त) बी.सी. खन्डूरी: सभापति जी, माननीय गौतम जी का मैं आभारी हूं कि उन्होंने मेरे ही क्षेत्र के बारे में मुझे कुछ सुझाव दिए हैं क्योंकि मैं भी उत्तरांचल का हूं L..(व्यवधान)...

श्री राजू परमार: आपने ही कहा होगा L..(व्यवधान)...

श्री संघ प्रिय गौतम: मैं उत्तरांचल का सांसद हूँ L..(व्यवधान)...

प्रो. रामगोपाल यादव: लाटरी से निकल गए होंगे L..(व्यवधान)...

मेजर जनरल (सेवानिवृत्त) बी.सी. खन्डूरी: मैं इनका आभारी हूँ और जिस सड़क के बारे में इन्होंने कहा है उसकी बहुत ही मांग है। जहाँ तक राष्ट्रीय राजमार्ग, नेशनल हाईवेज की बात है उसके लिए हमने जहाँ पर सड़कें खराब थीं, वहाँ पर कुछ धन भी आवंटित किया है। इसी प्रकार से जो प्रदेश को सेस फंड में से 990 करोड़ रुपया जिसका मैंने जिक्र किया है उसमें से उत्तरांचल को थोड़ा मिल रहा है, करीब 11 करोड़ ही मिल रहा है। उसके अंदर भी हमने कुछ सुझाव दिए हैं कि उन सड़कों को ठीक करें। जहाँ तक राजमार्ग को राष्ट्रीय राजमार्ग बनाने की बात है, स्टेट्स हाईवेज इन टू नेशनल हाईवेज की जो प्रक्रिया है वह हर रोज नहीं होती है। अभी 12 अक्टूबर को पूरे देश के जितने भी राजमार्गों को राष्ट्रीय राजमार्ग बनाना था उनको बना दिया गया है। जब अगली दफ़ा व्यवस्था होगी, शायद साल, डेढ़ साल, दो साल के बाद होगी उस समय उसको अवश्य ध्यान में रखा जाएगा और पूरे देश की स्थिति को ध्यान में रखते हुए इसको किया जाएगा। हम जितने भी राजमार्गों को राष्ट्रीय राजमार्ग बनायेंगे तो उनकी पूरी जिम्मेदारी हम पर आती है और उनके लिए पर्याप्त धन हमको चाहिए। हमको एक किलोमीटर सड़क के ठीक रख-रखाव के लिए 15, 20, 25, 30 लाख रुपये की जरूरत पड़ती है। मैं आपके सुझाव को ध्यान में रखूंगा और जब उचित समय आएगा उस पर विचार किया जाएगा।

† श्री श्रीफ-उद्-दीन श्रीक: जनाबे सदर नशीं, इसमें कोई शक नहीं है कि मुल्क की तरक्की के लिए बल्कि हमारा पहलू तरक्की के लिए सड़कों का जाल बिछाना मुल्क में और मयारी सड़कें बनाना बहुत अच्छी बात है और इस सरकार ने इसकी तरफ ध्यान दिया है, इसको हम उसी वक्त समझ गए जब हमारे प्रधान मंत्री जी सड़क से पाकिस्तान चले गए थे, वह जहाज में भी जा सकते थे लेकिन वह सड़क से गए और एक बार अखबार वालों ने भी उनसे पूछा कि आप सड़क से, बस से आ रहे हैं तो उन्होंने कहा कि सड़क इन्सान को जोड़ती है तो सड़क की यह अहमियत भी है कि जब दूसरे मुल्क को जोड़ सकती है तो अपनी रियासतों और अपने देश को जबरदस्त यकजहती के लिए और तरक्की के लिए सड़कों का जाल बिछाना बहुत जरूरी है। इस सिलसिले में, मैं मुतालिका मिनिस्टर साहब से गुजारिश करूंगा कि जो आप का एक्स्ट्रीम शुमाल से लेकर जनूब तक शाहराह बनाने का मंसूबा है इसमें क्या कश्मीर से काम शुरू करेंगे या आप हमको टेल एंड पर रखेंगे, लास्ट पर रखेंगे? अगर काम शुरू करना है तो उसी तरफ से उस काम को शुरू कर दीजिए, यह मेरी गुजारिश है।

दूसरी बात यह है कि जो लद्दाख के लिए जोजीला से हम जा रहे हैं, उसके बारे में वजीरे आजम से भी कई बार मुतालबा किया गया है कि वहाँ एक टनल बनाया जाए, तो क्या इस सड़क

† Transliteration of the speech in Persian Script is available in the Hindi version of the debate.

[1 March, 2001]

RAJYA SABHA

में यह टनल भी शामिल हो सकता है और अगर हो सकता है तो मैं इस बारे में मंत्री जी से थोड़ी सी जानकारी चाहूंगा?

मेजर जनरल (सेवानिवृत्त) बी. सी. खन्डूरी: सभापति जी, जहां तक पहले प्रश्न का हिस्सा है, मैं माननीय सदस्य जी को सूचना देना चाहूंगा कि हम लोग पहले श्रीनगर से, जो हमारा नार्थ-साउथ हाईवे शुरू होगा, उसका काम जम्मू-कश्मीर से शुरू करेंगे। हम अपनी जून के बाद प्रायोरिटी और सैक्टर बांटने वाले हैं तो मैंने पहले ही आदेश दे दिया है, सिर्फ आपके यहां से ही नहीं, जम्मू-कश्मीर से और पूर्व में नार्थ-ईस्ट से सिलचर क्षेत्र से जहां से वह शुरू होगा, इन दोनों को प्राथमिकता दी जाएगी और पहले वहां से काम शुरू होगा।

जहां तक आपने टनल की बात कही है, इस एलायनमैंट के ऊपर अभी टनल बनाने की योजना नहीं है, लेकिन जहां पर भी जरूरत पड़ती है बाई-पास बनाने की या जिन सड़कों पर हम जा रहे हैं वहां पर अगर इस प्रकार की व्यवस्था की जरूरत पड़ेगी तब हम इसकी जांच करेंगे कि कितना इसके ऊपर पैसा लगेगा, किस प्रकार का एलायनमैंट बनेगा उस समय जो भी उचित समझा जाएगा, वह टेक्नीकली दृष्टि से कर दिया जाएगा।

#### **Corrupt practices in disbursement of MPLADS funds**

\*102. SHRI KARTAR SINGH DUGGAL: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that in certain districts the recipients of MPLADS funds are being asked to pay hefty sums in cash before they are disbursed the funds sanctioned by Member of Parliament; and

(b) if so, what steps are proposed to stem the corrupt practice?

THE MINISTER OF STATE IN THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI ARUN SHOURIE): (a) No complaint has been received in the Ministry stating that in certain districts, the recipients of MPLADS funds are being asked to pay hefty sums in cash before they are disbursed the funds sanctioned by the Member of Parliament.

(b) If any specific instance of such funds being demanded from the recipients of MPLADS funds is brought to the notice of the Ministry, the concerned State will be advised to investigate the matter and take remedial/disciplinary action in accordance with the disciplinary rules prevailing in that State.

SHRI KARTAR SINGH DUGGAL: Mr. Chairman, Sir, corruption is a cruel reality of our society. It has to be fought on various fronts; it has to be fought at