

(c) No, Sir.

(d) Does not arise.

(e) and (f) Yes, Sir. 23 Works estimated to cost Rs. 79.9 crores included in the Annual Plan 1998-99.

(g) Does not arise

Loans for Widening of Highways in Andhra Pradesh

\$*28. DR. D. VENKATESHWAR RAO: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the state Government of Andhra Pradesh has requested for grant of loans to widen Highways as well as for construction of circular bypass for Hyderabad; and

(b) if so, the action taken thereon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI): (a) Apart from the loan already approved by the World Bank for Andhra Pradesh State Highway Project, no fresh proposal has been received for grant of loans. Also no proposal for grant of loan has been received for construction of circular bypass for Hyderabad.

(b) Does not arise.

SHRI C. RAMACHANDRAIAH: Mr. Chairman, Sir, the Minister in his reply has stated details of National Highways being planned. They are Hyderabad-Warangal-Venkatapuram, Machilipatnam to Vijayawada, Ananthapur to Nagcr. These three roads constitute around 600 KMs. In fact, this was announced sometime in the month of September, but the notification is yet to be issued.

Sir, with regard to the National Highways in the current year the Government is planning to be converted into 11,000 KMs road into National Highways. But in Andhra Pradesh only 600 KMs is being planned to convert into National Highways. The Minister was kind enough to convert more kilometres of roads into

National Highways in his constituency in the State of Tamil Nadu. We do not have any grievance about it. But our request is this. The Government of Andhra Pradesh have submitted proposals for clearance of Hyderabad-Nandyal via Srisailem Kattupadu - Pittapuram - Machilipatnam-Nayudupeta - Kalahastri - Renigunta-Chandragiri - Venkatapuram - Rajahmundry via Bhadrachalam, Raichoti-Ra-jampeta-Kodur-Renigunta. I would like, to say that Government of Andhra Pradesh is on the threshold of fast economic development and industrial development. We are constructing four new ports in the State of Andhra Pradesh. The Government of India have announced that they are trying to build up express National Highways. So, in view of this Government's policy, I request the Minister that these six proposals may kindly be cleared.

I would like to mention one more aspect. As per the directions of the Ministry of Surface Transport, Andhra Pradesh Government have removed all encroachments on the National Highways for widening of roads. The Government of Andhra Pradesh have sent proposals for undertaking the works to the tune of Rs. 95 crores, but the amount is yet to be sanctioned.

Sir, with regard to new National Highways, a lot of bridges have to be constructed and they are pending since a long time. For example, the National Highway No. 18 which has recently been converted across the river Mandavva near Raichoti 113/24—has been washed away by the floods. This river has got the characteristics of indulging in flash floods. So, these bridges and high level culverts have to be constructed immediately. The State Government has got only the administrative control in the execution of the projects. So, for every aspect, this has to be submitted to the Ministry of Surface Transport for clearance—at the estimate stage, at the proposal stage and at the technical clearance stage. This is causing an inordinate delay.

\$ Q. No. 21 and 28 were taken together.

I would like to know whether the Government is proposing to give the powers, both technical and financial, to the State Governments.

SHRI M. THAMBI DURAI: Mr. Chairman, Sir, regarding the announcement in respect of the length of the National Highways which I have made, I want to make it very clear to the hon. Member that I have not given any preference to Tamil Nadu. Some news is coming in the Press. Some hon. Members have also raised this point that I have given preference to Tamil Nadu. I want to make it very clear that this is not the case. I want to inform the House that we have announced the highest figure for Madhya Pradesh, that is, 1,600 kms. The next is Tamil Nadu. As far as Andhra Pradesh is concerned, whatever proposals were received, based on the priority and the recommendations of the Ministry, I have processed them. We have declared 690 kms. as National Highways for the coming year in respect of Andhra Pradesh. If you refer to the figures, you will find that the previous Government had declared only 62 kms for this purpose. Our friends were in the Cabinet at that time. But I have announced 690 kms. as National Highways for this purpose, that is, more than ten times I have given to Andhra Pradesh. Therefore, there is no question of any impartiality.

Regarding notification, I have already written a letter to the Finance Ministry. They are going to issue a letter accepting our proposal. As soon as I received a letter from the Finance Ministry, we will notify all the 11500 kms. which we have already announced as National Highways.

The hon. Member has said that some delay is taking place due to technical clearance and other clearance from the Ministry of Surface Transport. We are taking all aspects into consideration and the National Highways Authority has been given more powers. Now they are taking up many projects. They are going to implement them. But they have their own problems in implementation. As far

as the question of allocating more funds is concerned, this year we have given more funds to the State of Andhra Pradesh compared to the previous year. I hope this will satisfy the hon. Member.

SHRI C. RAMACHANDRAIAH: Sir, it is true that we have been ignored earlier. But the Minister can't say that we should be subjected to the same neglect. We are constructing a number of ports. The very policy of the Government is to link all the ports so that industrialisation and commercial development takes place at a rapid pace. Since we are undertaking construction of new ports, our request is that the six proposals which we have submitted to the Ministry, have to be accepted by the Ministry. I don't blame the Minister. Out of 11,500 kms of road length which the Government proposes to convert, we have been given only 680 kms. Our request is that the projects about which we have submitted a proposal to the Ministry have to be accepted. This is in pursuance of the policy of the Government. Unless the Government of India gives the power, both financial and technical, delay will be inevitable. So, that has to be taken into consideration.

SHRI M. THAMBI DURAI: Sir, so far as the question of delay is concerned, the delay of the project won't take place. We are processing everything very quickly. Regarding the other stretches which the hon. Member wants to include in the National Highways we will go through it after getting necessary information from the Andhra Pradesh Government and we will also process it. Whenever we declare further National Highways, at the time we will consider his request. I would keep in mind his request.

DR. D. VENKATESHWAR RAO: Mr. Chairman, Sir my query relates to Q. No. 28 which has been clubbed with Q. No. 21. The Government of Andhra Pradesh has requested the Central Government to take up a big programme for widening the National Highways and removing the encroachments, and to that extent, it has sent a proposal to the

Central Government to provide Rs. 92.69 crores. The answer given by the Minister is that there is no such proposal. But the Government of Andhra Pradesh has already spent Rs. 5 crores and has started the work. It has requested the Central Government to extend its support for that programme.

In the same question, I asked for construction of a circular bypass for Hyderabad City. The estimated cost of the circular bypass is about Rs. 400 crores. This has been given to a Consultant, Kirloskars, and they have estimated the cost. The Government of Andhra Pradesh would also like to speed up this project.

I would like the Minister to answer the question to that extent.

SHRI M. THAMBI DURAI: Mr. Chairman, Sir, the Government of Andhra Pradesh sought a loan from the World Bank, through our Ministry, for widening the State Highways and the major district roads. We have received a lot of projects. Based on their requests and the availability of funds, the World Bank has sanctioned a loan amounting to Rs. 2,176 crores for the state Highways and the major district roads.

Regarding the circular bypass for Hyderabad, we have not received any loan for that project.

SHRIMATI URMILABEN CHIMAN-BHAI PATEL: Sir, through you, I would like to bring to the notice of the Minister that highways are a basic infrastructural facility for development of a State. Andhra Pradesh is facing the problem. In the same way, Gujarat is also facing the problem of express highways. For the last 12 years, the matter is pending, and no provision is made from the finances of the Central Government. Gujarat is a fast developing State and Bombay-Ahmedabad Highway is the maximum utilised highway. Every day, there are three or four accidents which are mostly fatal and cost the lives of three or four persons per accident. I would request the

Government to give special attention to it because the price escalation is also affecting the project. In those circumstances, will the Minister given an assurance to provide funds to the state Government?

SHRI M. THAMBI DURAI: Sir, as far as the Express Highway which the hon. Member has mentioned, Vadodara-Ahmedabad, is concerned, that is one of the important roads. We started the work but, afterwards, we could not continue it due to certain problems concerning the contract which we missed at that time. Now, the National Highways Authority has taken steps to take up the project and try to complete it at an early date. For that, they have already called for tenders. The hon. Member would have noticed that last month we had called for tenders to complete the work. We are also considering development of the Mumbai-Ahmedabad highway. Wherever there are major ports like Chennai, Mumbai and Calcutta we want to develop the roads. We are concentrating on the development of the road from Mumbai to Ahmedabad. Since the container traffic has increased in our country we have to strengthen our roads. We are also thinking of developing the express highways. The Finance Minister has accepted that by way of developing and strengthening these roads we can generate more employment opportunities and our economy can be revived. That is our idea. We are definitely considering that request.

SHRIMATI URMILABEN CHIMAN-BHAI PATEL: Is there any time-bound programme?

MR. CHAIRMAN: That is all right. Shri Alladi P. Rajkumar.

DR. ALLADI P. RAJKUMAR: Sir, recently in Andhra Pradesh almost all the roads have been affected by frequent cyclones. The hon. Prime Minister had visited the State and he was kind enough to grant Rs. 200 crores. The maintenance of National Highways is very bad. If you go from Hyderabad to Vijayawada or Vizag, you will find one foot or two feet

pits on the roads. My humble request to the hon. Minister is that some time-bound programme should be taken up to see that the National Highways are maintained well. What is the budget that you have allotted for the maintenance of the roads? Please call your officers and kindly give instruction to them to maintain those roads properly. Since the roads have been affected by cyclones, tghc traffic has been impaired. If one wants to travel by road, he has to face so many hurdles. My humble request to the Minister is to immediately instruct his officers to see that the national highways are maintained well.

SHRI M. THAMBI DURAI: Sir, as regards the maintenance and development of the National Highways, the budgetary provisions and other things are very low. That is the problem. But we are making all the efforts to get more funds from the Budget sources. We have also requested the Finance Minister to develop the Central Road Fund.

DR. ALLADI P. RAJKUMAR: The hon. Finance Minister is sitting next to you. You make a request to him.

SHRI M. THAMBI DURAI: We hope that we will get more funds by way of cess on diesel and other things. In 1998 both the Houses to Parliament have passed a Resolution to get such funds. Many members are writing letters to me. They want to know what happened to that fund, whether we are able to get it from the Finance Ministry and what steps we are taking. I have gone on assuring the Members that we are writing letters and we are trying to get a positive reply from the Finance Minister. I think whatever the Resolution that was passed by both the Houses of Parliament, the Finance Ministry will implement that. By doing that we will get nearly Rs. 4,000 crores from Central Road Fund. We can definitely allocate more funds from that for the development of the National Highways not only in Andhra Pradesh but also throughout India. We are facing this problem throughout India. It is only

because of lack of funds. We will try to implement it.

DR. ALLADI P. RAJKUMAR: Andhra Pradesh is facing frequent cyclones.

MR. CHAIRMAN: Shri Chitharanjan.

SHRI J. CHITHARANJAN: In the matter of approving new roads as highways, in the matter of providing funds for widening or making four-lanes the existing National Highways and in the matter of Express Highway from Kashmir to Cape Comarin, there is a complaint that Kerala is not being given proper treatment. In a paper a chart was given. We find from that chart that the Express Highway does not touch Kerala at all. I would like to know why such a neglect is being shown to Kerala.

SHRI M. THAMBI DURAI: Sir, regarding the neglect of Kerala, which he is complaining, it is not so. Whatever the proposal that was received after I assumed power, I could not find any demand or representation from Kerala when I processed it. But in spite of that I have taken the initiative and I have connected Kollam to Chengotta. That is nearly 70 kilometres. I have taken it up on my own and Kerala has been included in it. Therefore, Kerala has not been neglected. So far as express way is concerned, apart from what the Prime Minister announced, the Ministry has also identified it in which Kerala has also been included, i.e. the route from Cochin to Chennai has already been taken up. We are considering the proposal. Therefore the express way from Palghat to Cochin is a part of Kerala. We are taking all the steps and trying to include it.

SHRI K. KALAVENKATA RAO: Mr. Chairman, Sir, three flyovers have been sanctioned on the National Highway No. 3, Srikakulam-Visakhapatnam. I would like to know at what stage they are and how much money has been allocated for the three flyovers.

SHRI M. THAMBI DURAI: Sir, I will collect the information and pass it on to the hon. Member.

MR. CHAIRMAN: Shri Satishchandra Pradhan.

DR. ALLADI P. RAJKUMAR: Sir, the hon. Minister has not answered his question.

MR. CHAIRMAN: He does not have the information.

श्री सतीश प्रधान: थैंक्यू सर, मैं यह जानना चाहता हूँ कि ऑरिजनल क्वेश्चन आंध्र प्रदेश के बारे में है। मंत्री महोदय मध्य प्रदेश और गुजरात तक होकर आए। गुजरात और मध्य प्रदेश में जाने के बीच में महाराष्ट्र हैं इसीलिए थोड़ा महाराष्ट्र से सम्बन्धित मैं जानना चाहूँगा कि महाराष्ट्र सरकार ने बहुत पुराने समय से डिमांड कायम रखी है कि महाराष्ट्र के आज बहुत से रोड तैयार हैं और वह बोल रहे हैं कि यह नेशनल हाईवे करके डिकलेयर किए जाएं। तो क्या मंत्री महोदय इस विषय पर कुछ सोचेंगे और निर्णय जल्दी करेंगे? बी पार्ट है, क्या ऐसा कुछ प्लान बनाया है पूरे देश के लिए कि और कुछ नए नेशनल हाइवेज कंस्ट्रक्ट करने के, डवलपड करने के, डवलपड करने के कुछ ऐसे प्लान तैयार किए जाएं, यह मैं दो बातें जानना चाहता हूँ? धन्यवाद।

SHRI M. THAMBI DURAI: Sir, Maharashtra is already having a National Highway of 3,000 kilometres. If the hon. Member is interested in some other proposals, I will definitely process and consider those proposals.

SHRI SATISHCHANDRA SITARAM PRADHAN: Sir, so many proposals are pending with the Central Government for quite a long time. Some State roads are ready. Those roads should be declared as National Highways. Many proposals are pending with the Central Government. I would like to know whether the Government is going to accept those proposals or not.

SHRI M. THAMBI DURAI: Sir, we have already taken steps. I will give him the exact number. A substantial number of roads in Maharashtra have already been declared as National Highways.

SHRI SATISHCHANDRA SITARAM PRADHAN: Sir, Maharashtra comes in the centre. When people go to the South, they pass through Maharashtra. When people come from the South to the North, they pass through Madhya Pradesh and Maharashtra. Sir, my demand is that those additional roads which are ready and which have already been developed, should be declared as National Highways.

SHRI M. THAMBI DURAI: Sir, I will consider the proposal.

श्री शरीफ —उद्-दीन शरीक: चेयरमैन सर, जैसा कि सभी लोग जानते हैं कि जम्मू कश्मीर नेशनल हाईवे की खरीबी की वजह से करीबन 6 महीने मुल्क से कटा रहता है, सरफेस ट्रांसपोर्ट का जहां तक ताल्लुक है और सड़क की इतनी हाउस खराब है जिसको नेशनल हाईवे कहते हैं सो-काल्ड नेशनल हाईवे कि गरमियों में भी वन-वे ट्रेफिक रहता है। इसका मतलब है कि महीने में 3 महीने चलता है। उसके बारे में कोई खास तवोज्जह नहीं दी जा रहा है कि 6 महीने में 3 महीने चलता है। उसके बारे में कोई खास तवोज्जह नहीं दी जा रही है और हम मुतालिता करते आए हैं सरकारी सतह पर भी, गवर्नमेंट लेवल पर भी और अवामी सतह पर भी इसके लिए पैरलल मुतबादल कौमी शाहराह बनाई जाए। चूंकि हाल ही में गवर्नमेंट आफ इंडिया की तरफ से एक अनाइसमेंट मैंने सुनी है कि यह कोई नई शाहराह बना रहे हैं। उस सिलसिले में मैं गवर्नमेंट से पूछना चाहूँगा मिनिस्टर साहब से पूछना चाहूँगा कि जम्मू से श्रीनमगर के लिए नेशनल हाई-वे को इम्पूव करने के लिए कोई इकदामात करने वाले हैं? दूसरे, क्या वहां मुतबादल कौमी शाहराह बनाने का कोई इरादा है? अगर नहीं तो उसकी बुजुहात क्या हो सकती है?

†**شری شریف الدین شادی:** چیئر مین سر، جیسا کہ سبھی لوگ جانتے ہیں کہ جوم کشمیر نیشنل ہائی وے کی خرابی کیوجہ سے تقریباً چھ مہینے ملک سے کٹا رہتا ہے، سر فیس ٹرانسپورٹ کا جہاں تک تعلق ہے اور سڑک کی اتنی حالت خراب ہے جسکو نیشنل ہائی وے کہتے

ہیں سو کالڈ نیشنل ہائی وے کی گرمیوں میں بھی ون وے ٹریفک رہتا ہے۔ اسکا مطلب ہے کچھ مہینے میں تین مہینے چلتا ہے۔ اس کے بارے میں کوئی خاص توجہ نہیں دی جا رہی ہے اور ہم متوجہ کرتے آئے ہیں سرکاری سطح پر بھی، گورنمنٹ لیول پر بھی اور عوامی سطح پر بھی اس کے لئے ایک پریبل متبادل کومی شاہ راہ بنائی جائے۔ چونکہ حال ہی میں گورنمنٹ آف انڈیا کی طرف سے ایک انوائسڈ میں نے سنی ہے کہ یہ کوئی نئی شاہراہ بنارہے ہیں۔ اس سلسلے میں گورنمنٹ سے پوچھنا چاہوں گا، منسٹر صاحب سے پوچھنا چاہوں گا کہ جمو سے سری نگر کے لئے نیشنل ہائی وے کو امپروو کرنے کے لئے کوئی اقدامات کرنے والے ہیں؟ دوسرے کیا وہاں متبادل قومی شاہراہ بنانے کا کوئی ارادہ ہے؟ اگر ہے نہیں تو اسکی وجوہات کیا ہو سکتی ہیں۔

SHRI M. THAMBI DURAI: Sir, we have not only national highways, but now we are also going to take steps to develop expressways in Jamu and Kashmir. This is what the Prime Minister had announced. It has been decided to develop expressways from Kashmir to Kanyakumari. This is better than national highway. Therefore, we will definitely establish it.

SHRI S.M. KRISHNA: Sir, I would like to know from the hon. Minister whether any special attention has been given for maintenance of the existing national highways so that these national highways can be brought on par with international standards. National highway, by connotation, has certain specific parameters. Unless those specific parameters are met, they cease to be national highways and they just become highways. Now in the national highways, you have put speed-brakers and these speed-brakers have become death-traps for the simple reason that there are no indications given that there is a speed-braker ahead. In Western countries, in advanced countries, whenever there is a speed-braker, it is painted in fluorescent colours so that way-ahead a driver will come to know that there is a speed-braker ahead. But in our national highways, I do not find any speed-braker marked with fluorescent colour. Before you go on assuring on the floor of the House because of pressures from various friends, not excluding me, that you are going to extend the national highways, I would like you to assure this House that you will take emergent steps to see to it that these national highways meet with this criterion. You talked about expressways. Merely by changing the name-board, a highway does not become an expressway or a national highway. I would also like the hon. Minister to suggest to the State Governments as well - immediate attention will have to be given even for State Highway— that wherever there are speed-brakers, they should be painted with fluorescent colours so that we can save precious lives in this country.

DR. M.N. DAS: May I seek one piece of information from the hon. Minister?

MR. CHAIRMAN: No, please.

SHRI M. THAMBI DURAI: Sir, I am sharing the concern expressed by the hon. Member regarding speed-brakers. I had written thrice to the Chief Ministers and to the concerned Transport Ministers of various States to remove all the speed-

brakers on the national highways. Whenever we develop these roads, we are requesting them not to put speed-brakers because the heavy vehicles face problems. In spite of writing repeatedly why it is happening is because of local pressure. Most of the roads which are converted into State Highways are passing through villages. Most of the villagers are raising a hue and cry due to certain small accidents. So, they are developing this kind of speed-brakers on roads passing through the villages. Another reason why the village people want speed-brakers is to stop the buses passing by because many of the buses do not stop in the villages. For that they are putting speed-brakers and somehow see to it that the buses stop there. This is the reason why the speed-brakers are there and not any other reason. I have taken note of all these things and have written letters to the various Ministers to see to it that speed-brakers are removed. Otherwise, we will go to the extent of putting some condition that unless they are removed, we will not give them grants. That is another way of tackling this issue. The second thing regarding allocation of funds for maintenance of national highways is that we are trying to create more funds to see it that the standard is maintained according to the criteria. But internationally we cannot quote for the national highways but the expressways can have international support. For expressways, you get a lot of funds. We are finding various sources. We are also seeing to it whether it is possible to raise funds through private BOT schemes. We are making all attempts to develop the roads according to international standards.

* 22. [The Questioner (SHRI MUNAWAR HASAN) was absent. For answer vide col. 29 *infra*.]

Outstanding dues of SEBs towards N.T.P.C.

*23. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of POWER be pleased to state:

(a) whether it is a fact that various State Electricity Boards have to clear their outstanding dues payable to N.T.P.C;

(b) if so, the details of such outstanding dues, State-wise any yearwise; and

(c) the action proposed to be taken to ensure that these outstanding dues are paid to the N.T.P.C. within a time frame?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) The total outstanding dues payable by State Electricity Boards to NTPC as on 31st March, 1996, 31st March, 1997 and 31st March, 1998 are Rs. 4047.96 crores, Rs. 4824.32 crores and Rs. 6881.95 crores respectively. The details are at Annexure-[See Appendix 185, Annexure No. 4] The total outstanding dues as on 31.10.1998 are Rs. 8883.70 crores. The Statewise details are given in the Annexure [See Appendix 185, Annexure No.)

(c) The NTPC Management is pursuing the recovery of dues with the concerned State Government. The position is also reviewed periodically by Ministry of Power and the matter is taken up at the level of Chief Secretary/Chief Minister. There is also a dispensation under which dues as on 31.12.1996 are being recovered directly by Ministry of Finance through Central Appropriation and paid directly to NTPC. A proposal for securitization by deduction 30 per cent of Central Plan Assistance to States for liquidating the dues payable to Central Public Sector Power Utilities is also under consideration.

प्रो.विजय कुमार मल्होत्रा: महोदय, कुल मिलाकर स्टेट इलेक्ट्रीसिटी बोर्ड का करीबन आठ हजार करोड़ रुपया एन.टी.पी.सी.की तरफ जू है। मैं मंत्री महोदय से जानना चाहता हूँ कि यह रुपया जो जू है, इसमें