

which I don't want to repeat. My point is very simple. The question of blasting \ off the Gandhi statue is a very serious anti-national act. The State Government simply has not taken it seriously. It has [just not taken it into consideration at all because they are blinded by narrow considerations of politics. In fact, they themselves are helping the divisive forces, help- 'ing the communal forces to take over the State which has so far been peaceful. Therefore, my demand to the Government is that as far as the Gandhi statue investigation is concerned, that investigation should be taken over by the CBI and stern action should be taken against those people who are responsible in order to prevent the bomb culture from spreading further in the State.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH) : Dr. Bapu Kaldate. *(Interruptions)* ..

SHRI S. MUTHU MANI (Tamil Nadu) : Mr. Vice-Chairman, since she has referred to our Government I want to say a few words with your permission. She has said that our Government. ... *(Interruptions)*...

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH) : You can only associate. *(Interruptions)* . . . You don't refer to any points.

SHRI S. MUTHU MANI : She has referred to. . . *(Interruptions)* . . .

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH) : No, no. This is not a discussion that is going on.

SHRIMATI JAYANTHI NATARAJAN : Sir, they are not the spokesmen of the Government to respond. They are not the spokesmen of the Ministers of the Government to respond... *(Interruptions)*... and there is no provision for explanation. The explanation of the Tamil Nadu Government ... *(Interruptions)*.. .

SHRI S. MUTHU MANI: You cannot prevent us from making our submission. You cannot intervene in our State affairs. *(Interruptions)*... You cannot be permitted to speak on all aspects. You cannot interfere in our State affairs *(Interruptions)* ...

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH) : You please take your seat. *(Interruptions)*.. .Take your seat. *(Interruptions)* ...

SHRIMATI JAYANTHI NATARAJAN : How dare he say I cannot interfere ? I am elected by the people of Tamil Nadu *(Interruptions)* ... How dare he say I cannot interfere ? This is my State. I was bom there. I have a right to speak for my people. I live there. *(Interruptions)*...

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH) : No, no, this is not a discussion. I am only allowing you for one minute. *(Interruptions)* ...

SHRI S. MUTHU MANI: I submit, with your permission, Mr. Vice-Chairman, that with regard to all that my learned friend has referred to the incidents of blasting the statue and Hindi Parachar Sabha office and pamphlets—proper action has been taken. Moreover, I want to submit that our All India Anna DMK and our leader, Puratchi Thalaivi, are very eager to maintain the honour of the nation and we are cooperating with the Centre. But I want to say one word about the remark that we are not giving any respect to Gandhiji. *(Interruptions)*...

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH) : There is no need of giving any reply here. *(Interruptions)* . . .

SHRI S. MUTHU MANI : We are showing more respect towards Gandhiji than the Congress people who are here.

THE VICE-CHAIRMAN : Dr. Bapu Kaldate. Not here. Shrimati Renuka Chowdhury. Not here. Shri Lakkhiram Agarwal. Not here. Shri S. Austin.

Need for early clearance to National Highway Projects in Tamil Nadu

SHRI S. AUSTIN (Tamil Nadu) : Respected Vice-Chairman, I would like to draw the attention of the Central Government, through this Special Mention, to the early clearance to convert State-owned Highway into a National Highway between Madras and Kanyakumari and for formation of four-lane National Highways in Tamil Nadu. The twenty- year road development plan for the period 1981-2001 drawn up by the Centre, stipulates that the

[Shri S. Austin]

National Highways grid should be expanded to form a square grid of 100 Kms. side by 2001. According to this plan Tamil Nadu should have a length of 2600 Kms. of National Highways by 2001. Tamil Nadu is having 2002 Kms. of National Highways now and the balance is 598 Kms. That means the total length of 598 Kms. of State-owned roads has to be made as National Highways by 2001. Tamil Nadu Government have already sent proposals to convert sixteen State-owned Highways consisting of a total length of 3355 Kms. into National Highways. It is between Madras and Kanyakumari via Pondicherry Karaikal, Ramanathapuram, Tuticorin and Koudankulam along the East Coast, the length of which is 737 Kms. The ports along the coastal belt on the west of the country from Bombay to Kanyakumari are well connected by the National Highways. Similarly, on the East Coast of the country the ports between Calcutta and Madras are well connected by the National Highways. But the link between the various ports on the East Coast of the country from Madras to Kanyakumari is missing. It is therefore, necessary that the stretch of the State Government roads between Madras and Kanyakumari be classified as National Highways urgently. It is also very much necessary in view of its strategic importance and for effective Coast Guard operations. If this is upgraded the total length of the National Highways will go up to 2739 kilometres which would just satisfy the target stipulated for the National Highways grid by 2001 AD.

Secondly, I want to say something with regard to the four-lane traffic to reduce the traffic congestions and to bring down the road accidents. The assessment carried out by the Government of India on the National Highways 'shows that the traffic carried by the National Highways is more than one-third of the total traffic in all the roads put together, even though they constitute about only 8% of the total road length in the country. The Government of India have proposed to tackle the high density corridors where traffic volume is more than 20,000 PCUs per day by proposing four-laning of the National Highways.

In Tamil Nadu although four stretches of National Highways have been iden-

tified for four-laning, only one stretch on NH-45 of 67 kilometres between Madras and Mamandur has been taken up so far at a cost of Rs. 78 crores. Estimates for two stretches viz. 61 Kilometres on NH-7, between Hosur and Krishnagiri at a cost of Rs. 75 crores and 35 Kilometres between Dindigul and Madurai are under preparation for inclusion under an externally aided project. Work on these two stretches should be cleared at once. Work on NH-45 between Mamandur and Dindigul and from Dindigul to Madurai, about 30 kilometres, should also be taken up for consideration. The following proposals are pending with the Government : Krishan-giri to Salem—114 kilometres on NH-7 at a cost of Rs. 142 crores, Madurai to Thirumangalam—18 kilometres on NH-7 at an estimated cost of Rs. 23 crores, Madras to Elavur, Andhra border 53 kilometres, on NH-5 at an estimated cost of Rs. 65 crores.

The Government of India is requested for the early clearance and to allot required funds.

Allocation of Offshore Gas to Gujarat

SHRI GOPALSINH G. SOLANKI (Gujarat) : Sir, I would like to raise an issue on the allocation of offshore gas to Gujarat. Gujarat has been a leading State in gas, both for industry and power generation. Gujarat has been representing to the Government of India for allocation of gas for power generation, industries and domestic consumers. Since gas available onshore is fully consumed and it is diminishing, the Government of Gujarat has been requesting the Government of India to allot gas from Bombay High and other offshore fields to meet the requirement of Gujarat. In addition to the allocation of Tapti gas the Government of Gujarat has asked for gas allocation for the power projects of Uran Expansion—135 MW, Wanakbori—600 MW, Pipavav-II—615 MW, Gandhinagar—200 MW and Sinor—1230 MW. But, so far nothing has been done. Therefore, I request the Ministry of Petroleum and Natural Gas to take early decision in the interest of the State of Gujarat.