

legitimate protection to the Indian industry, small, medium and large and delay signing of these free trade agreements with ASEAN, with China. We are not planning to sign it with China because it is not a market economy. And go a little slow on this external liberalisation? My request and question to the hon. Minister is this. Will you go slow with external liberalisation? Give us infrastructure; give us things in India; help us grow here; create demand here; take fiscal and monetary measures, as you yourself said, but go slow on external liberalisation for, at least, a year. This is going to be a very difficult year for the Indian industry and the Indian economy, Sir.

SHRI PRANAB MUKHERJEE: Sir, all the measures necessary to boost the Indian economy will be taken. There is no doubt in it. So far as the Free Trade Agreement with the ASEAN is concerned, it is still at the negotiating stage. In fact, the negotiations are not yet complete. Various countries are involved in it. The hon. Member is very knowledgeable and he knows it fully well that it takes time. So, we should not give a wrong signal right now. The support, I would not use the word 'protection', the support which the Indian economy requires will be given. That is why I am laying emphasis on both the fiscal corrections and the monetary corrections. Unless these two are moved together and they move in harmony, it would be difficult to tackle the problem. There is no room for complacency. The situation is difficult and it is not easy. But, at the same time, we need not get anything by simply pressing the panic button. The problem is complex and the situation is difficult. We shall have to collectively face the situation and overcome the crisis, of which we are confident.

#### **Investment in development of National Highways**

\*62. DR. JANARDHAN WAGHMARE:††  
SHRIMATI SHOBHANA BHARTIA:

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

(a) whether the Union Government has, recently, announced a Rs. 16000 crore scheme to develop National Highways;

(b) if so, whether most of the National Highways are in dilapidated condition and are not traffic worthy;

(c) if so, in what manner Government is going to invest Rs. 16000 crore on National Highways;

(d) whether any time bound programme has been formulated to renovate the National Highways; and

(e) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS  
(SHRI T.R. BAALU): (a) to (e) A Statement is laid on the Table of the House.

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††The question was actually asked on the floor of the House by Dr. Janardhan Waghmare.

**Statement**

(a) and (c) The Government has not announced any scheme amounting to Rs. 16,000 crore recently to develop National Highways (NHs). However, the Government has approved 13 projects with total cost of Rs. 16,326.34 crore under National Highways Development Project (NHDP) on 26.12.2008 for implementation on Public Private Partnership (PPP) mode. The details of these projects are annexed as statement (*See below*).

(b), (d) and (e) Development and maintenance of NHs is a continuous process to keep these in traffic worthy condition according to the condition of road, traffic density, *inter-se* priority and availability of funds.

**Statement-I**

*Details of the 13 projects approved on 26.12.2008*

Sl. No.	Project Name	NH No.	Name of State	Length (in km)	Total cost including land acquisition, rehabilitation and resettlement of project affected persons and pre-construction activities (Rs. in crores)
1	2	3	4	5	6
1.	Hyderabad—Vijayawada (km. 40/0 to km 221/0)	9	Andhra Pradesh	181	1603.31
2.	Tirupati-Tiruthani-Chennai	205	Tamil Nadu	124.6	922.6
3.	Kundapur-Surathkal (km.283.30-km.358.08) and Mangalore-KNT/Kerala Border (km.3.70—km.17.00)	17	Karnataka	90.08	891
4.	Kishangarh-Beawar	8	Rajasthan	93.6	727.38
5.	Gazhiabad-Aligarh	91	Uttar Pradesh	126.3	1570.18
6.	Amritsar-Pathankot	15	Punjab	102.42	851
7.	Kuttipuram-Edapally	17	Kerala	112	1643.2
8.	Pune-Sholapur (Package I)	9	Maharashtra	110	965.3
9.	Coimbatore-Mettupalayam section of NH-67 Ext. in Tamil Nadu	67E	Tamil Nadu	50	582.25

1	2	3	4	5	6
10.	Muzaffarnagar-Haridwar-Dehradun	58 and 72	Uttar Pradesh/ Uttarakhand	79	1516.42
11.	Patna-Buxar	30 and 84	Bihar	125	1757.4
12.	Khagaria-Bakhtiarpur	31	Bihar	120	1766.3
13.	Elevated Road-Chennai Port	4	Tamil Nadu	18.3	1530

DR. JANARDHAN WAGHMARE: Sir, the development of a country depends upon the conditions of the roads and highways. But, our highways are not in good condition. They are, at times, hazardous. Contractors are not honest enough. The money that is spent is gone. In such a situation, can the Government ensure the quality of roads and give guarantee at least for a small period? That is my question.

SHRI T.R. BAALU: Sir, the national highways are being maintained periodically under various schemes of ordinary repair, periodical renewals, special repairs and flood damage repairs and so on. In 2005-06, we have provided Rs.846 crores and we have spent Rs. 822 crores; in 2006-07, the allocation was Rs.792 crores and we have spent Rs.762 crores; in 2007-08, the allocation was Rs. 971 crores and we have spent Rs.952 crores; this year, Rs. 948 crores was the allocation and Rs. 538 crores we have spent now and we will be spending the balance in the next couple of months.

DR. JANARDHAN WAGHMARE: My second supplementary is, the Government has undertaken certain projects. One of them is the highway connecting Pune to Solapur. But, there is Highway No.9, which connects Pune-Solapur and it goes to Hyderabad. Is it the same highway or a new one?

SHRI T.R. BAALU: Sir, under NHDP-III, we have included Pune-Solapur sub-project and we have awarded the work yesterday.

SHRIMATI SHOBHANA BHARTIA: Sir, in view of the liquidity crunch, many are finding it difficult to fund the projects. Banks are also finding it difficult to sanction the loans, specially as far as the interest rates are concerned. In view of that, I would like to know from the Minister whether the Government is thinking of further increasing the concession period; and, if so, what is the yardstick that you would use to determine which project requires extension for giving a further concession period?

SHRI T.R. BAALU: Sir, actually the Government is alive to this situation and, of late, we have decided to extend the economic stimulus. First of all, the total project cost is increased by 20 per cent and 10 per cent for projects whose feasibility reports were prepared in 2006 and 2007, respectively. The full viability funding up to a maximum of 40 per cent is to be released during the construction period. Indian Infrastructure Finance Company Limited to refinance up to

60 per cent of the bank loans for PPP projects by raising tax-free bonds. These are the stimulus packages that we have extended. Sir, the maximum concession period can be up to 30 years.

**प्रो. राम गोपाल यादव :** थैंक्यू सर। श्रीमान्, कई बार ऐसा होता है कि स्टेट हाईवे को जब नेशनल हाईवे के रूप में स्वीकार कर लिया जाता है, तो राज्य सरकार से उसकी मरम्मत के लिए पैसा मिलना बंद हो जाता है और नेशनल हाईवे के लिए जो पैसा केन्द्र सरकार से जाना चाहिए, उसमें बहुत ज्यादा विलम्ब हो जाता है। नतीजा यह होता है कि वे तथाकथित नेशनल हाईवेज इस लायक नहीं रहते कि उन पर चला जा सके। जब यहां पर जनरल खंडूरी मिनिस्टर थे, उन्होंने हमारे अनुरोध पर ग्वालियर से लेकर इटावा होते हुए, जेवर तक एक नेशनल हाईवे स्वीकृत किया था। उस दिन से राज्य सरकार ने उसके लिए पैसा देना बंद कर दिया। आपके विभाग से नेशनल हाईवेज के लिए कोई पैसा नहीं गया। अब अगर हम इटावा से फर्रुखाबाद के लिए निकलते हैं, तो वहां पर चलना बहुत मुश्किल हो जाता है। इसी तरह से काफी दिनों पहले से सैक्शन हुई और भी हाईवेज हैं, एक हाईवे हमारी कांस्टिट्यूएंसी अलीगढ़ से चंदौसी होते हुए मुरादाबाद तक है, उस पर तो कुछ काम हुआ है, लेकिन आप इनकी priority कैसे तय करते हैं। मैं यह देख रहा हूँ कि 16 हजार करोड़ रुपया दिया, उसमें से बारह-तेरह रोड़ साथ में दी हैं, यह हो सकता है कि संभवतः ये उसके बाद के सैक्शन किए हुए हों। मैं यह जानना चाहता हूँ कि आप इन नेशनल हाईवेज के लिए पैसा रिलीज करेंगे, इसका तरीका यह है कि जो पहले सैक्शन हो जाए, उसको पहले करते हैं या उसमें डिस्ट्रिक्शन होता है कि जिसको चाहे करें, जिसको चाहे न करें।

SHRI T.R. BAALU: Sir, first of all, this amount of Rs.16,000 crores is not for a particular programme; it is for 13 projects of N.H.D.P. VII and N.H.D.P.-III. At the same time, this is not intended for maintenance. But whatever problem my friend faces, if he writes to me about it, I will definitely step into that and see that it is rectified. Moreover, the State Government has nothing to do with the financing; the Central Government is financing the maintenance. If there is any shortage of finances or any such problem, I think, he can send it to us now itself and I would attend to it today itself.

**श्री रुद्रनारायण पाणि :** धन्यवाद, सभापति महोदय। इस प्रश्न के अतिरिक्त प्रश्न में हिस्सा लेने के लिए कितने सम्मानित सदस्यों ने हाथ उठाया, आपने देखा है।

**श्री सभापति :** आप सवाल पूछ लें।

**श्री रुद्रनारायण पाणि :** महोदय, जब यह सवाल इतना गंभीर है तो अतिरिक्त प्रश्न भी इतना गंभीर होगा, यदि इसके ऊपर आधे घंटे की चर्चा की जाए, तो भी पर्याप्त नहीं होगा।

**श्री सभापति :** आप सवाल पूछ लीजिए।

**श्री रुद्रनारायण पाणि :** सर, माननीय मंत्री महोदय ने जो जवाब दिया है, चुनाव के ऐन वक्त पर भी इसमें भेदभाव की झलक दिखाई देती है। महोदय, लालू जी से तो ... (व्यवधान) ..

**श्री सभापति :** आप सवाल पूछ लीजिए। Please do not make a statement. ... (Interruptions) ... Please ask your question.

**श्री रुद्रनारायण पाणि :** सर, राज्यों के प्रति यह भेदभाव है। ... (व्यवधान) ..

MR. CHAIRMAN: This is not a fair statement. ... (Interruptions) ... Please put your question. ... (Interruptions) ...

**श्री रुद्रनारायण पाणि :** सर, मेरा सीधा प्रश्न यह है कि हम ऐसे दुर्भाग्यपूर्ण इलाके से आते हैं, जहां पर 84 प्रतिशत लोग BPL में रहते हैं और वह आदिवासी बाहुल्य क्षेत्र है।

**श्री सभापति :** आप सवाल तो पूछिए।

**श्री रुद्रनारायण पाणि :** महोदय, मैं केवल इतना कहना चाहता हूँ कि उड़ीसा के प्रति जो भेदभाव किया जाता है, इसके प्रति माननीय मंत्री महोदय का दृष्टिकोण क्या है, विशेषकर रांची से विजयवाड़ा तक जो नेशनल हाईवे का ऐलान हुआ है, इसके काम की अब तक क्या गति है? जहाँ तक 4 लेनिंग का सवाल है, कोलकाता से चेन्नै तक नेशनल हाईवे संख्या-5 में 4 लेनिंग का काम विशेषकर उड़ीसा में, बालेश्वर भद्रक के खंड में चार-पांच साल हो गए हैं, उसका काम बंद पड़ा हुआ है। महोदय, मैं आपके माध्यम से मंत्री महोदय से यह जानना चाहता हूँ।

SHRI T.R. BAALU: Sir, the question is totally out of the ambit of the main question. The main question pertains to the amount of 16,000 crores rupees that has to be placed for the development of 13 projects. This question is not at all in the ambit of the main question.

SHRI RAMA CHANDRA KHUNTIA: Sir, I would like to know from the hon. Minister whether the Government would like to take up the projects of Rajamunda-Panikoli Highway and also Angul-Sukinda National Highway because these two National Highways are very important for carrying the mining products and mining ores to port head. Will the hon. Minister kindly take up these two National Highways for development work?

SHRI T.R. BAALU: Sir, it is a suggestion and we will definitely look into it.

MR. CHAIRMAN: Question No.64. ...*(Interruptions)*...

MR. CHAIRMAN: Q.No. 64. *(Interruptions)* Only three supplementaries will be allowed and not more than that. The rule is very clear. *(Interruptions)*

SHRI M. VENKAIAH NAIDU: Sir, I am not asking a question. The condition of the National Highways across the country is a concern for all the people. Naturally, many people are putting this question.

MR. CHAIRMAN: I suggest that you raise it so that we can have a detailed discussion.

**श्री राजनीति प्रसाद :** इस पर डिस्कशन किया जाए...(व्यवधान)...एडजर्न किया जाए...(व्यवधान)...

**श्री रुद्रनारायण पाणि :** सर, इस पर चर्चा कराई जाए..(व्यवधान)...

**श्री राजनीति प्रसाद :** सभापति जी, आधे घंटे की चर्चा कराइए..(व्यवधान)...

SHRI T. R. BAALU: We can have a detailed discussion. We can have an one hour discussion. I welcome the discussion. *(Interruptions)*

MR. CHAIRMAN: Please sit down. *(Interruptions)* Just listen to me. Please. ...*(Interruptions)*... Please, please...*(Interruptions)*... The hon. Member has suggested and the hon. Minister has accepted that this is subject for discussion and he would agree for a discussion.

SHRI T.R. BAALU: Sir, the question pertains to 16,000 crores which will be invested on 13 projects. *(Interruptions)*

SHRI MAHENDRA MOHAN: Sir there should be a discussion on this in this Session only.

MR. CHAIRMAN: Please...(Interruptions)...This is not correct. (Interruptions) There is a procedure for deciding it. We will go through it.

SHRI MAHENDRA MOHAN: If we can give all the time to Satyam in Question Hour, then, why not for this?

SHRI T. R. BAALU: I am ready to discuss on this question at any time, even now. (Interruptions)

MR. CHAIRMAN: Fair enough. We will slot it as per procedures.

Question No. 63 has been withdrawn.

\*63. [Withdrawn]

#### **Frozen demat accounts**

\*64. SHRI B. K. HARIPRASAD: Will the Minister of FINANCE be pleased to state:

(a) whether Government has initiated moves to forfeit the funds locked up in more than twelve lakh frozen demat accounts as unclaimed property;

(b) whether the sum total of these frozen demat accounts is around Rs. 20,000 crores;

(c) whether the account holders of the frozen demats have been served with a final notice to comply with statutory norms; and

(d) if so, the details thereof?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (d) A statement is laid on the Table of the House.

#### ***Statement***

(a) to (d) It has been decided to make PAN mandatory for all categories of demat account holders in respect of such accounts opened by them on or after April 1, 2006. In respect of demat accounts which existed prior to April, 1, 2006, Securities and Exchange Board of India (SEBI) had given September 30, 2006 as the deadline for production of PAN. This was extended to December 31, 2006. The demat accounts of those investors who did not comply with the mandatory PAN requirement by December 31, 2006, were suspended for debit i.e. frozen with effect from January 01, 2007. Efforts have been made to inform the beneficial owners to provide PAN and activate the frozen accounts. As per data furnished by the two depositories, the total number of frozen accounts has come down from a little over 43.5 lakh accounts on 01-01-2007 to about 6.56 lakh accounts on 31-01-2009. Correspondingly, the assets in the frozen accounts have come down in value from about Rs. 638318 crore to Rs. 8804 crore for the same period. There is a proposal to declare the frozen accounts with the Depositories as unclaimed, so as to consider forfeiture of the unclaimed securities.

SHRI B.K. HARIPRASAD: Mr. Chairman, Sir, the answer given to me by the Ministry is very disappointing. The demat account was introduced to make it easier for investors to buy and sell the shares. We have been witnessing lot of scams year after year. Though the Government has