

श्री रामदास अग्रवाल :सर, ...(व्यवधान)... एम.पी.जे. के bungalows की भी हालत वही है, जो जे.पी. साहब बता रहे हैं ...(व्यवधान)...

SHRI S. JAIPAL REDDY: Sir, first of all, the hon. Members need to appreciate the fact that we have more than 35,000 Type-II and III houses. Providing equipment for installation of air-conditioners in all these 35,000 quarters would mean upgrading the infrastructure equipment, would mean getting that much power in the first place from Delhi Transco. However, the suggestion is accepted. We will try to provide new amenities as and when they are possible in a phased manner.

\*143. [The questioner (Shri Amir Alam Khan was absent, for answer *vide* pages 25—37 *infra*]

#### **Fifth phase of NHDP**

\*144. Sh... OEVDAS APTE: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the Cabinet Committee on Economic Affairs had given its approval to the fifth phase of the National Highway Development Programme (NHDP);

(b) if so, the details thereof;

(c) the total allocation of funds for the same; and

(d) the sectors of the road development which are included in this phase?

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

#### ***Statement***

(a) Yes, Sir.

(b) National Highways Development Project (NHDP) Phase-V includes six-laning of 5,700 km of Golden Quadrilateral (GQ) and 800 km of other sections having traffic more than 25,000 Passenger Car Unit.

[8 March, 2007]

RAJYA SABHA

(c) The approved cost of Phase-V of NHDP is Rs. 41210 crore at 01.01.2006 prices.

(d) The details of sections aggregating to 825 kms have been identified for six-laning other than GQ under NHDP Phase-V is enclosed as Statement-I out of which the aggregate length of 800 km would be taken up for six-laning.

**Statement-I**

*Sections Identified for Six-Laning other than Golden Quadrilateral under NHDP Phase-V*

Sl. Section No.	NHNo.	Length (in km)
1. Panipat-Jalandhar	1	300
2. Delhi-Hapur-Moradabad	24	170
3. Samkhiali-Gandhidham	8A	56
4. Indore-Devas	3	55
5. Agra-Gwalior	3	85
6. Chandikhol-Paradeep	5A	77
7. Ludhiana-Chandigarh	95,21	82
TOTAL:		825

**श्री देवदास आपटे :** मान्यवर, मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि उन्होंने अधिक यातायात वाले राजमार्गों के लिए 6 lane राजमार्ग बनाने का प्रस्ताव और उसके लिए प्रावधान किया है। हम लोग जिस इलाके से आते हैं। उन इलाकों में खनिज पदार्थों का परिवहन सड़कों पर बड़ी भारी मात्रा में होता है क्या राष्ट्रीय राजमार्ग विकास प्राधिकरण के पास इसकी कोई योजना है, जिस प्रकार उनका यह एक क्राइटेरिया हो कि जहाँ अधिक यातायात है, वहाँ सड़के अधिक चौड़ी हो जाएँ? वैसे ही ऐसे राजमार्ग जिन पर खनिज पदार्थों का परिवहन दिन-रात सालों भर बहुत भारी मात्रा में होता है। उन सड़कों के चौड़ीकरण के लिए या विकास के लिए क्या उनके पास कोई कार्यक्रम है?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): Sir, the Government has taken a decision that the first phase of NHDP-V includes

5,700 km of Golden Quadrilateral, which is going to be constructed as six-lane. In addition to this, we have identified 800 km where the density of the traffic is more and there we are going to construct six-lane, Sir.

**श्री देवदास आपटे :** सर, मैंने जो प्रश्न पूछा है, उसका तो उत्तर दिया ही नहीं।  
...(व्यवधान)...

**श्री सभापति :** वह दे दिया। आप दूसरा पूछ लीजिए।

**श्री देवदास आपटे :** नहीं दिया, सर। ...(व्यवधान)... यह बहुत इम्पोर्टेंट है।  
...(व्यवधान)...

**SHRI T.R. BAALU:** Sir, if the particular stretch is economically important, definitely, we will be taking it up but at the same time the particular stretch should consist of enormous density because if it is more than 25,000 PCU, definitely we will consider it.

**SHRI DEVDAS APTE:** I am putting the same question again because density of vehicles is all right. That is one criterion. I am asking another question because of these minerals वे जो सारे रोड है, झारखंड में, छत्तीसगढ़ में उड़ीसा में इस ढुलाई के कारण ये राजमार्ग खराब हो रहे हैं। राज-मार्गों को चौड़ा करने की जरूरत है, जिससे आम आदमी को सड़क पर चलने में परेशानी न हो। राष्ट्रीय राजमार्ग प्राधिकरण के पास जिस प्रकार यह क्राइटेरिया है, डेनसिटी ऑफ व्हीकल्स का, क्या वैसे ही कोई क्राइटेरिया है कि किस रास्ते पर कितने वजन तक की ढुलाई हो सकती है?

**SHRI T.R. BAALU:** Sir, definitely we will consider if the particular stretch is beyond 25,000 PCU but at the same time, the hon. Member can communicate to me if it is National Highways. Definitely we will consider it. If it is within the ambit of the State I cannot consider.

**SHRI YASHWANT SINHA:** You have to find out. Do you expect the Members of Parliament to sit by the roadside and find out?

**SHRI T.R. BAALU:** No, no, you have got enough responsibility. It is for you to see. It has to be written to me, otherwise, I cannot go ....(Interruptions)... Members should know. ....(Interruptions)

**श्री देवदास आपटे :** सारे मिनरल्स यहां से निकलते हैं। ...(व्यवधान)...

**SHRI T.R. BAALU:** I cannot just go and verify whether the density is more-or not. (Interruptions) I can only request the Member to inform me about which stretch he is talking about, he has not mentioned any stretch. (Interruptions) He has to mention the stretch.

SHRI S.S. AHLUWALIA: What do you mean by minerals? (*Interruptions*)

SHR! T.R. BAALU: Sir, my old friend should know. If you want to know about a particular stretch he has to mention. He has not mentioned which stretch. (*Interruptions*) It is not in the ambit of the Minister to just go and verify. (*Interruptions*) Sir, there are 33 lakh kilometres of road network in the country. As far as the Central Government is concerned, we are concerned about the 66,590 kms. only I do not know which stretch my friend is mentioning about.

**श्री एस.एस. अहलुवालिया :** सभापति महोदय, यह क्या जवाब है? मंत्री जी जवाब ही नहीं देते। क्या सरकार ने ऐसा कोई असेसमेंट किया है कि जिन सड़कों से, जिन राजमार्गों से मिनरल्स ट्रांसपोर्ट होते हैं, वहां की हालत क्या है? यह तो जरूरी है कि फास्ट ट्रांसपोर्ट हो, अच्छी सड़कें हों, लेकिन वहां की सड़कें टूट रही हैं, उसके लिए आप क्या करेंगे? वह क्या स्टेट देखेगी? यह तो सेंट्रल गवर्नमेंट का काम है, एक्सपोर्ट होता है, पोर्ट पर सारी मिनरल्स जाती हैं।...(व्यवधान)...

SHRI T.R. BAALU: My requirement is the stretch. He has to mention that. There are lots of mineral wealth in the country. He has to mention which stretch, like from this stretch to that stretch or from this particular kilometre to that particular kilometre. I am not concerned with the entire 33 lakhs kilometres of road network. I am concerned with only 66,590 kms. only.

**श्री रामदास अग्रवाल :** सर, मेरी बात सुन ली जाए!...(व्यवधान)... सर, मुझे अपनी बात पूरी करने दें।...(व्यवधान)...

**श्री देवदास आपटे :** सभापति महोदय, मैं यह कर रहा हूँ कि हाइवे नंबर दो जो है, पूरा कोयले के क्षेत्र से, झारखंड से पार होता है। यह मैं मंत्री जी की जानकारी के लिए बात देता हूँ। मंत्री जी हम लोगों को कह रहे हैं कि आप लोग खोजिए। क्या उनको यह जानकारी नहीं है कि नेशनल हाइवे नंबर दो पर पूरा कोयले और लोहे का क्षेत्र आता है और उस पर यह सारी ढुलाई होती है, जिससे लोगों को चलने में, वाहनों को चलने में काफी दिक्कत होती है।...(व्यवधान)...

**श्री रामदास अग्रवाल :** सभापति महोदय, मैं एक बात कह दूँ, उसके साथ ही मंत्री जी अपना जवाब दे दें। Sir, I am bringing to the notice of the hon. Minister that from Barbil, Orissa to Paradip, numbers of trucks are going. Now the Government has stopped transport from that road because of heavy transportation for 12 hours and then hundreds and hundreds of trucks are in queue in Paradip and in Barbil. That is why that road has been damaged to the extent and

nothing can move now on this. So, this stretch - Badvil to Paradip-is one of the important stretches to be taken up. This is one aspect.

Another stretch is from Daitey to Paradip. All these roads are damaged and blocked. As a result, hundreds and thousands of trucks are being stranded and waiting to go to their destinations. So, would the hon. Minister be kind enough to accept that the Ministry is willing to start or, at least, say that they are thinking or planning something about these roads so that congestion is stopped?

SHRI T.R. BAALU: Sir, the question is very, very simple. The question pertains to six-laning. It means, we should have a minimum of 25,000 PCU. As far as Orissa is concerned...

SHRI RAMDAS AGARWAL: Sir, what we are asking is...

MR. CHAIRMAN: You please hear.

SHRI RAMDAS AGARWAL: You wanted the names of the roads. We have given them.

SHRI T.R. BAALU: Sir, kindly have some patience. As far as Orissa is concerned, the only stretch that we are considering for six-laning is from Chantikol to Paradip a 77 kms. stretch, on N.H. No. 5A This is the road which led to Paradip port. If there is any specific mention about a particular stretch, we will go through it and consider for survey. If there is anything after the survey, we will consider. We have already identified 6,500 kms. of stretch to convert it into six-laning.

SHRI R. SHUNMUGASUNDARAM: Sir, this six-laning is targeted to be completed by 2012. Under this, 6,500 kms. is supposed to be converted into six-lane four lane. Now, Minister, in his reply, says that only 825 kms. have so far been approved. I don't know, about its pace. I understand that the Cabinet Committee on Economic Affairs has approved this year to the extent of 1,500 kms. Out of 1,500 kms. only 825 kms. has now been taken up. I also understand that all stretches of Golden Quadrilateral in Tamil Nadu are also going to be converted into six-laning. So, I would like to know from the hon. Minister what is the progress made in Tamil Nadu on this.

[8 March, 2007]

RAJYA SABHA

SHRI T.R. BAALU: Sir, the hon. Prime Minister of India has announced from the Ramparts of the Red Fort in 2005, on the Independence Day, that the Golden Quadrilateral would be considered for concerting into six-laning. And, beyond that, the Cabinet committee on Economic Affairs, in its wisdom, has taken up another 825 kms also.

SHRI R. SHUNMUGASUNDARAM: Sir, 1,500 kms. has been approved.

SHRI T.R. BAALU: Sir, DPR has been prepared for 1,500 kms. We have identified 6,500 kms. for six-laning. The entire Golden Quadrilateral plus 825 kms. would be taken up and would be completed as per schedule. There are also some stretches under this in Tamil Nadu also ...*(Interruptions)*...

**श्री अजय मारु** :महोदय, मंत्री जी ने एनएचडीपी-5 में गोल्डन, क्वाड्रिलैट्रल के बारे में कहा गया है कि उसे 6-लेन किया जा रहा है, लेकिन बिहार और झारखंड में जो गोल्डन क्वाड्रिलैट्रल, एनएच -2 में आता है, उसमें कई ऐसे अंश हैं, जहां पर अभी तक काम आरम्भ भी नहीं हुआ है। मैं मंत्री जी से यह जानना चाहता हूँ कि एन एच -2 में गोल्डन क्वाड्रिलैट्रल में बिहार और झारखंड के कितने ऐसे अंश बाकी हैं, जहां काम आरम्भ नहीं हुआ है, महोदय, छः लेन की बात छोड़िए, अभी तो चार लेन का काम भी वहां पूरा नहीं हुआ है।

SHRI T.R. BAALU: Sir, there are some internal problems in that particular area. We are taking up the matter with the State Government. I have also personally discussed it with the Government officials and, as I said previously, it will be expended and we will complete it as per schedule.

MR-CHAIRMAN: Question Hour is over.

## WRITTEN ANSWERS TO STARRED QUESTIONS

### Proposals for NHs from UP

†\*143. SHRI AMIR ALAM KHAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether any proposal for upgradation, development and improvement

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† Original notice of the question was received in Hindi