

on improving the sports facilities in the schools after sometime.

SHRI NIRMAL CHATTERJEE: When?

SHRI P. V. NARASIMHA RAO: After sometime. We are working out the thing. We will be taking you into confidence as and when figures are ready. (Interruptions) It is not a question of a time-bound programme. This is being looked into as an integrated scheme for the first time. It will take time.

MR. CHAIRMAN: Mr. Minister, you should address the Chair and not the Member directly. Mr. Salve.

SHRI N. K. P. SALVE: We may appreciate the limitations of the hon. Minister in the realm of sports, culture etc., where she says that all that we can do is to finance, and help the State Governments. But I am a little confused at what the hon. Minister has said about a very limited scheme of identifying ISO sportsmen and all that. What is the objective? Does she think that she is going to produce world-beaters with these 150 children being handed over to five coaches, and by building infrastructure. This happens to be a typically bureaucratic scheme, to be implemented in selected areas. The question is, do we or do we not want to produce world-beaters? I do not know whether anybody has any idea of how they are produced. Each athlete is picked up at the age of four or five or six and each one is put in charge of one or two or three coaches exclusively and it will also be laid down what should be their diet, what should be the number of calories which one should take when he or she gets up, what he or she should eat what he or she should drink and so on. I would like to know whether we will be able to produce world-beaters. It is an eternal shame that in a country of 70—75 crore population, we have not been able to produce even one world-beater and this is only because the Government is not taking appropriate steps in the right direction. In Russia and Czechoslovakia, Rumania and Hungary, they are producing world-beaters for the single reason that their approach is right. May I know of the hon. Minister,

firstly, whether they will be able to produce world-beaters with the help of the scheme which they have and, secondly, if this is not an adequate scheme, is there any thought being given to the fact that we need to produce world-beaters?

AN HON. MEMBER: Including cricket.

SHRIMATI MARGARET ALVA: Sir, we all have the same approach and vision which Mr. Salve has. Not that we do not have this. All we said is that there has not been a systematic effort to tap talent at a sufficiently young age. Therefore, it was felt that we should concentrate and pick up children at a young age and give them the necessary facilities which do not exist today and that is why a new scheme has been thought of. Of course, there is improvement. But given the existing financial limitations

SHRI N. K. P. SALVE: Sir, is it an answer?

SHRIMATI MARGARET ALVA: ...the best we can do is to make the maximum use of the facilities which are available and then plan for whatever expansion we may have in view.

SHRI N. K. P. SALVE: Sir, if you are satisfied, we are satisfied.

(Interruptions)

MR. CHAIRMAN: Next question.

Conversion of the State Highways into National Highways

24. SHRI VITHALRAO MADHAV-
RAO JADHAV:]

SHRI RAOOF VALIULLAH:

Will the Minister of TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration to convert State highways into National Highways in different parts of the country;

(b) whether Government have received any proposals from Maharashtra Government in this regard; and

†The question was actually asked on the floor of the House by Shri Vithalrao Madhavrao Jadhav.

(c) by when they are likely to be accepted and implemented?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) Except Ahmedabad-Vadodra sector, which is effect is a new alignment of National Highway for World Bank assisted Expressway, no other State Highway has been declared as a National Highway.

(b) and (c) Yes, Sir. However, to severe financial constraints in the current Plan, it is not possible to make any new additions to the existing National Highways system, at present.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, this is a very important question. In my State, as per the road development plan of Maharashtra, a length of 5,133 Kms. of national highways needed, but, the present length is only 2,869 Kms. The existing national highways do not cover all the areas of my State. As per the Central Government's policy, twelve new roads were proposed by the Maharashtra Government with a length of 3,561 Kms.; and upgradation of State highways into national highways. The Public Works Minister of the Maharashtra Government sent a letter to the Central Government in this regard.

MR. CHAIRMAN: No, no, Mr. Jadhav. You must put the question in relation to the answer. The Minister has said that in view of the financial constraints it is not possible for the Government to make any new additions to the existing National Highways system, and you are going on asking for so many other things. He has no money.

SHRI VITHALRAO MADHAVRAO JADHAV: It is always said that there is no money and still for the development of the backward areas the Government has always given very high slogans that we must make more expenditure on the development of backward areas. So from that point of view I would like to ask, are there any proposals from the Maharashtra Government to convert the State Highways into National Highways and if so, what action is being taken on that?

SHRI RAJESH PILOT: Mr. Chairman, Sir, I do agree with the hon. Member that even after independence we have been able to add hardly 10,000 kms to the National Highways system. But, Sir, as I have mentioned in my answer, financial constraints are there. As for Maharashtra and the hon. Member has used the word 'Backward', I may mention that Maharashtra is the highest as per the kilometres. They have got 2800 odd kms. and this is the highest for the whole country. Even out of the six projects which we have taken up with the World Bank assistance one is strengthening Thana-Nasik section to National Highway No. 3. So, Maharashtra is getting full attention of the Government and I do appreciate his to increase the kilometers on the whole National Highways system.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, Maharashtra State as a whole might be having the highest kilometres, but our Marathwada region which is having 13rd geographical areas of Maharashtra having only 79 km. length of National Highways. We are not broadgauge, we are not having National Highway. Whenever we ask for the new National Highways, the Government come, forward with typical answer that there is a constraint of funds and that it is not possible to do so. So, my question is in relation to the Marathwada region. They are having four proposals about the conversion of State Highways to National Highways and they are:

1. Sholapur - Osmanabad- Aurangabad-Jalgaon-522 kms;

2. Kalyan - Malshajghat- Ahmednagar-Nanded - Bhokar - Jagdalpur- Vishakhapatnam-652 kms;

3. Nagpur - Wutdha - Nanded - Osmanabad - Uolapur - Sangli - Kolhapur - Ratnagiri-801 kms.;

4. Aurangabad - Nanded - Hyderabad-201 kms.

Sa, those are four proposals suggested by the Government of Maharashtra to lay in the Marathwada region. I would request the hon. Minister to remove the backwardness of this region. Marathwada region is most backward economically, though it has a good agricultural potential. So, the Government should give the highest priority to this.

SHRI RAJESH PILOT: I have noted the suggestion of the hon. Member. When the State Government projects are taken up, this time we will use our discretion.

I help the Marathwada region to remove the backwardness of the region.

SHRI RAOOF VALIULLAH: Sir, other than the Ahmedabad-Vadodra section which the Minister has mentioned, I want now whether there is any proposal for construction of Express Highway or Autobahn in the country and where. What will be the total cost and what will be the share of the State Governments and the Union Government? Is any financial assistance from the World Bank sought for these projects?

SHRI RAJESH PILOT: I have already mentioned that this is from the World Bank assistance. We got 200 million dollars for Dome projects which have been cleared by the Indian Government and the World Bank has given the assistance. As for Ahmedabad-Vadodra Express in Gujarat, the cost is roughly about Rs. 328 crores.

SHRI PRABHAKAR RAO KALVALA: Mr. Chairman, Sir, I want to know, how many State Highways in the Andhra Pradesh have been proposed for conversion into National Highways and what is the decision of the Government of India?

SHRI RAJESH PILOT: Sir, if he wants full details as to how many State Highways have been projected by the Central Government, I can supply the information to the hon. Member separately. At the moment I have said that there are constraints of funds. We have taken up with the Government the recommendations of the Working Group to increase the Seventh Plan allocation. The moment this is approved, we will certainly consider that.

श्री सत्यपाल मलिक : सर, मैं यह नहीं मान सकता कि रुपये की कमी रेलवे मंत्रालय में थी। माननीय बंसी लाल जी ने कमी पूरी कर दी। उत्तर प्रदेश की एक सड़क जो दिल्ली से शम्शाना तक जाती है, कहा है कि उसके लिए लिखा है, जो सामरिक दृष्टि से बहुत महत्वपूर्ण है, फायदे की दृष्टि से बहुत महत्वपूर्ण है, क्या उसके लिए सरकार रुपये मांग कर उसको अपने हाथ में लेने की कोशिश करेगी ?

श्री राजेश पादलट्ट : सर, आनरेबल मैन्यर ने जो भी कहा, ठीक कहा। बंसी लाल जी तो ट्रांसपोर्ट मिनिस्टर हैं। पहले उन्होंने रेलवे की पूर्ति की तो ट्रांसपोर्ट की भी जरूर पूर्ति करेंगे। जो इन्होंने प्रोपोजल दी है उसे जरूर सरकार कंसिडर करेगी।

MR. CHAIRMAN: Mr. Gurupadaswamy. I am sorry. Question Hour is over. Now papers to be laid on the Table.