

RAJYA SABHA

Friday, the 21st March, 1975/the 30th
Phalgun, 1896 (Saka)

The House met eleven of the clock,
Mr. Chairman in the Chair.

REFERENCE TO NOTICE OF A QUESTION OF PRIVILEGE

MR. CHAIRMAN: Mrs. Sumitra
Kulkarni.

SHRI SUBRAMANIAN SWAMY:
Mr. Chairman, I want to refer to a
question of privilege regarding the
National Herald which has said that
some Members of Rajya Sabha have
sought permission...

MR. CHAIRMAN: I have already
rejected it.

SHRI BHUPESH GUPTA: A state-
ment should be made to-day on the
attack on the Chief Justice of India.

SHRI SUBRAMANIAN SWAMY:
Sir, I just want to make a submission.
(*Interruption*). In the Lok Sabha, the
UNI was made to apologise for a simi-
lar thing. Here the *National Herald*
is quoting a confidential communication.
I want to know if you have received
my notice of privilege and what your
decision is.

MR. CHAIRMAN: I have received
and I have rejected it.

श्री गुणानन्द ठाकुर : सुप्रिम कोर्ट के चीफ
जस्टिस पर बम फेंका गया। उस पर बहस होनी
चाहिये।

MR. CHAIRMAN: Yes, Mrs. Sumi-
tra Kulkarni.

ORAL ANSWERS TO QUESTIONS

National Highways in Uttar Pradesh

*646. SHRIMATI SUMITRA G.
KULKARNI:†

SHRI QASIM ALI ABID:

SHRI KHURSHED ALAM
KHAN:

SHRI MAQSOOD ALI KHAN:

SHRI S. A. SYED HASHMI:

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

(a) the number of roads alongwith
road mileage converted into National
Highways in U.P. during the last five
years as compared to the National High-
ways network in Maharashtra during
that period; and

(b) whether Government propose to
convert Fatehgarh-Etah road via Kaim-
ganj into a National Highway?

THE MINISTER OF STATE IN
THE MINISTRY OF SHIPPING AND
TRANSPORT (SHRI H. M. TRI-
VEDI): (a) No road was converted in-
to a National Highway during the last
5 years in Uttar Pradesh. However,
the West Coast Road declared as a
National Highway in the 4th Plan pas-
sing through four States included *inter-
alia* a length of 482 Kms. in Mahara-
shtra.

(b) There is no such proposal at
present.

SHRI SUMITRA G. KULKARNI:
Sir, our intention in asking this ques-
tion is that U.P. is the largest State in
the country with a population of nine
crores and it is as large in area as
Europe minus Russia and England. In
such an area, what is the percentage
of Highways and what are we doing to
increase the transportation facilities of
this area?

MR. CHAIRMAN: The reply has
been given specifically. Your question
was whether any road was converted

†The question was actually asked on
the floor of the House by Shrimati
Sumitra G. Kulkarni.

into a National Highway in U.P. The reply is "no". He has replied correctly. What do you want? What is your supplementary?

SHRIMATI SUMITRA G. KULKARNI: That is what I have asked.

MR. CHAIRMAN: But you are explaining.

SHRIMATI SUMITRA G. KULKARNI: That is relevant. Why I am emphasising U.P. is the relevancy part of it. What steps are being taken to increase the mileage of National Highways in this region and how does it compare with the other areas of the country? Which is the State which has the highest mileage of Highways and which is the State which has the lowest mileage of Highways in the country?

SHRI H. M. TRIVEDI: Sir, as you rightly pointed out, the question does not really arise. However, to satisfy the hon. lady Member, I might point out that the All India average for National Highways is 8.5 Kms. per 1,000 sq. kilometres of area. As far as U.P. is concerned, on the area basis, it is 8.00 Kms. So U.P., in fact, compares favourably with the national average in terms of area.

SHRIMATI SUMITRA G. KULKARNI: Sir, I would like to know the percentage of Highways Gujarat has got *vis-a-vis* Maharashtra and other parts.

MR. CHAIRMAN: You put a separate question.

SHRIMATI SUMITRA G. KULKARNI: He is replying, Sir.

SHRI H. M. TRIVEDI: Again to satisfy the hon. lady Member, Gujarat has 7.25 Kms. per 1,000 sq. kilometres of area, which again compares favourably with the national average. And, Sir, as I said earlier, it compares very favourably with the national average.

SHRI KHURSHED ALAM KHAN: Sir, as has been rightly stated, U.P. is the biggest State in the country and

enormous possibilities for the development of industry and agriculture are there. Therefore, there is obviously the need for efficient and co-ordinated transport facilities including a network of National Highways and Express ways. Now, Sir, the Grand route passes through U.P. and, therefore, a suggestion has been made that another National Highway should be constructed connecting Kasganj and again Etah which will pass through Fategarh and Farukhabad districts. Sir, the district of Farrukhabad is famous for producing tobacco and potato and on tobacco alone it earns more than five crores of rupees by way of Excise Duty. Moreover, Sir, this will serve the famous *teertha sthan* where the Draupadi Khund is there and it is an important place for the Hindus and the Jains who visit this place from all over the country. May I know from the honourable Minister whether any steps will be taken to convert this road sector into a National Highway or Express Highway. This is one question, Sir.

My second question is this: It is about the construction of the road bridge over the Ram Ganga on the route connecting Etawa and Shahjahanpur which is also another very important highway.

SHRI H. M. TRIVEDI: Sir, at the outset, I must make it clear that the National Highways, as the name implies, are essential to fulfil national requirements and not any local or regional requirements in any particular State. There are certain criteria laid down for the declaration of National Highways. While the honourable Members might have particular points to urge in relation to a particular area, I think I should make it clear that there are certain criteria like these: These should be main highways running throughout the length and breadth of the country. They should be connecting with the foreign highways and the capitals of the States and so on. Now, as far as the two particular roads which the honourable Member referred to are concerned, Sir, I may say that only one of them are referred in the proposals

of the State Government during the Fifth Five Year Plan for consideration as a next National Highway. The particular road referred to in the question has not even been projected by the U.P. Government as part of any National Highway in their own proposals relating to the Fifth Five Year Plan.

SHRI MAQSOOD ALI KHAN: May I know, Sir, whether the U.P. Government has proposed certain State routes to be converted into National Highways on account of the volume of traffic and on account of their importance for linking up the State with the neighbouring States?

SHRI H. M. TRIVEDI: As far as the State Government's proposals for National Highways during the Fifth Plan period are concerned, like the many other proposals from all the other States they are still under consideration. The financial allocation for the declaration or construction of new National Highways is so meagre that it is almost impossible to say anything on the subject.

श्री ओम प्रकाश त्यागी : क्या माननीय मंत्री जी बतायेंगे उत्तर प्रदेश में चीन के आक्रमण के बाद दिल्ली से बरेली होते हुए तिब्बत की सीमा तक जाने वाली सड़क और नरीरा में जो आणविक केन्द्र बन रहा है और जो एशिया में सब से बड़ा केन्द्र होगा तो दिल्ली से नरीरा तक जाने वाली सड़क को, इन दोनों सड़कों को राष्ट्रीय दृष्टिकोण से वह राष्ट्रीय मार्ग घोषित करने का आश्वासन देंगे ?

SHRI H. M. TRIVEDI: Sir, after the Chinese aggression, there was a lateral road constructed by the Centre for which Central assistance was granted and the portion referred to by the honourable Member is a part of it.

श्री ओम प्रकाश त्यागी : नरीरा की सड़क के बारे में बता दीजिए ।

SHRI H. M. TRIVEDI: Sir, I will require separate notice for that.

श्री जगदीश जोशी : क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि गंगोत्री से रामेश्वरम और द्वारिका से उर्वशियम तक सड़क बनाने की कोई योजना उन के पास है ताकि पूरे देश में लोग सड़कों से आसानी से आ जा सकें ?

MR. CHAIRMAN: This does not arise out of this question.

श्री शमलाल दादव : मान्यवर, मैं जानना चाहता हूँ कि नेशनल हाइवे जिसको उत्तर प्रदेश में माना गया है, ग्रांड ट्रंक रोड, उसकी हालत इतनी खस्ता है, खराब हो चुकी है कि उस पर इतना हैवी ट्रैफिक है उसके लिए तात्कालिक रूप से क्या व्यवस्था है ? उसको अधिक चौड़ा किया जाए, सड़क की पटरी खराब हो गई है और जो पुल बने हुए हैं उन्हें फिर से चौड़ा किया जाए । तीसरी बात यह है कि जहाँ जी० टी० रोड को रेलवे क्रास करती है खास तौर से जैसे मुगलसराय में वह इतनी कम चौड़ी है कि आज उस पर गाड़ियां जाना घंटों रुका रहता है और बड़े बड़े शहर वाराणसी को बाई पास करने के लिए गंगा पर पुल बनाकर जी० टी० रोड को ले जाने की योजना थी इसकी क्या योजना है और कितने समय में इसकी पूर्ति हो सकेगी ?

MR. CHAIRMAN: This is only restricted question referring to two roads. I don't think that it will arise. . . (Interruptions).

श्री हर्षदेव मालवीय : मैं यह जानना चाहता हूँ कि गाजियाबाद से जब जाइये उत्तर प्रदेश में जी० टी० रोड पर तो एटा से आगे जाने पर डाकुओं का खतरा रहता है । वहाँ पर अक्सर पुलिस वालों की कनवाय लगती हैं और सड़क आज वहाँ बहुत खराब है . . .

एक माननीय सदस्य : कांग्रेस का अड्डा है ।

श्री हर्षदेव मालवीय : आप चुप रहिए । मेरा प्रश्न यह है कि क्या केन्द्रीय सरकार इस विषय में कुछ प्रयत्न कर रही है कि यात्रियों को सैफ्टी मिले । दूसरी बात यह है कि इस

सड़क का हिस्सा बहुत खराब है। तो मैं जानना चाहता हूँ कि नेशनल हाईवे को मरुतन करने के लिए क्या केन्द्रीय सरकार की तरफ से कोई योजना है, कोई टीम है, कोई डिपार्टमेंट है, ये कैसे करते हैं। कहीं कहीं पर नेशनल हाईवे बहुत खराब हो जाती है ?

MR. CHAIRMAN: The question is not for the maintenance of national roads. It specifically pertains to two roads...

(Interruptions)

SHRI HARSH DEO MALAVIYA: Sir, the question relates specifically to national highways passing through U.P. G.T. Road passes through U.P.

SHRI KRISHNA KANT: Sir, it is a question of highway robbery?

SHRI H. M. TRIVEDI: Sir, I am slowly being taken on a conducted tour of the Continent.... (Interruptions). The Varanasi bye-pass and bridge on Ganga at Ramnagar are parts of the fifth Plan, and the taking up of that depends upon the availability of funds. As far as the maintenance and repairs of U.P. roads are concerned, I will give you a broad picture. The total expenditure on development and maintenance of national highways in U.P. was 12.9 per cent of the total which is the highest in the country, while the national average, as far as kilometreage is concerned, it was only 8.4 per cent in U.P. The expenditure during the fourth Five Year Plan was 12.9 of the total.... (Interruptions). In other words, a great deal of emphasis is being laid on the maintenance and development of national highways in U.P. That is all I want to say.

MR. CHAIRMAN: I think this is sufficient. . . (Interruptions).

श्री गुणानन्दन ठाकुर : मैं माननीय मंत्री को स जानना चाहता हूँ कि उत्तर प्रदेश में बरेली से लेकर अमीनगांव तक जो लेटरल रोड बनाने की योजना थी और जो सड़क बहुत दूर तक बन चुकी है, वह दरभंगा से फारमिसगंज के

बाच अधूरा पड़े है। बरेली से अम नगांव तक वह सड़क जाती है। मैं सरकार से जानना चाहता हूँ कि वह बाच में अधूरा काम रह गया है उस पूरा करने का कब तक विचार है ?

SHRI H. M. TRIVEDI: Sir, these supplementaries are not related to the question.

MR. CHAIRMAN: Next question.

SHRI T. V. ANANDAN: On a point of order, Sir. Will you please teach me how to catch your eyes?

MR. CHAIRMAN: Perhaps you know better than me.

SHRI N. G. GORAY: I am sorry that I have to support his plea. It seems that you either look this way or that way and all of us are not looked at by you. I am trying for the last three days and you have not given me a chance.

DR. RAMKRIPAL SINHA: You have only two natural eyes. The Chairman should have the third eye of Mahesh.

Release of Indian Tea workers from Bangladesh

*647. SHRIMATI MARGARET ALVA:

SHRI N. R. CHOUDHURY:†
SHRIMATI LEELA DAMODAR MENON:

SHRI SARDAR AMJAD ALI:
SHRI HARSH DEO MALAVIYA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have received any request from the Tripura Government and the Tripura Cha Mazdur Union, to get the five tea workers of Madhusudan Tea Estate released who are under the custody of Bangladesh; and

†The question was actually asked on the floor of the House by Shri N. R. Choudhury.