

# ALLOCATION MADE FOR CONSTRUCTION OF NATIONAL HIGHWAYS

\*205. SHRI A. G. KULKARNI :  
SHRI V. R. PARASHAR :  
SHRI S. B. BOBDEY :

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

(a) the details of the allocation made for National Highways during the Fourth Plan to different States and what was the utilisation up to 30th June, 1972 ; and

(b) what steps Government propose to take to expedite the construction of National Highways to improve transport system in the whole of the country ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) and (b) A statement is laid on the Table of the Sabha.

## STATEMENT

(a) The Fourth Five Year Plan includes a total provision of Rs. 331.28 crores for the development of National Highways including 'carryover' and new works in different States as under :—

	Rs. crores
(i) Carryover from the pre-Fourth Plan period ..	20.45
(ii) New works on the development of existing National Highways including road building machinery ..	293.00
(iii) New additions to the existing National Highway System ..	15.00
(iv) Lateral Road (National Highway portion) ..	2.83
	<u>331.28</u>

The progress of expenditure is as under :

	Rs. crores
1969-70 ..	12.29
1970-71 ..	22.29
1971-72 ..	40.57
1972-73 (1-4-1972 to 30-6-72) ..	7.50
	<u>82.65*</u>

\* Covers National Highway Works and Tools & Plant required for the purpose.

Further expenditure of about Rs. 73 crores is estimated during the remaining period of the current financial year (1972-73). According to the present assessment, the anticipated expenditure during 1973-74 is expected to be of the order of Rs. 124.75 crores including National Highways and machinery required for the purpose. All efforts to step this up further are pursued vigorously and it is likely that it might be possible to step it up somewhat further depending upon the organisational augmentation at the Centre and in the States.

The expenditure incurred so far is, of course, mainly for the existing National Highways only and does not include new National Highways (4819 Kms.) taken over recently which are being surveyed separately.

(b) The Government of India have taken a number of measures to step up the tempo of work. These steps are in the nature of organisational augmentation in the departments concerned with National Highways both at the Centre and in the States as well as streamlining and simplification of the procedure covering various aspects of the projects, namely, their sanction, execution etc. These are indicated below :—

(1) There had been lack of adequate organisation at the State P. W. D. level (executive agencies for National Highways) to organise and execute National Highways. As a result of vigorous pursuit by Central Government, exclusive organisations for National Highway works have been set up in a number of States while in some others, additional staff with separate Chief/Addl. Chief/Deputy Chief Engineers has been added. In the remaining States, with whom the matter is being pursued further, separate organisations/additional staff are expected to come up shortly.

(2) The State Governments have been informed that finances are no problem for meeting demands for higher allocations provided such demands are fully justified by actual progress on the ground.

(3) From the year 1970-71 onwards, the Central Government decided to provide to State Governments by way of an advance initial payment, a sum equal to 1½ per cent of the project cost out of the approved agency charges to enable them to appoint adequate staff for providing full-fledged investigation units under the State Public Works

Departments and thereby ensure the completion of investigatory works in respect of all the projects included in the Fourth Five Year Plan for National Highways. In addition to 1½%, funds are also provided for field costs assessed at about 1% of the project cost.

(4) Lists of works likely to be included in the Annual Plan for the next year are circulated sufficiently in advance to the States so as to give them adequate time for completing investigations and other engineering details and keep the projects ready for sanction soon after the commencement of the Annual Plan concerned.

(5) Advance technical notes on National Highways as well as for other selected Central Sector Road Projects, wherever necessary, are being sent to the States to enable them to invite tenders and complete other formalities so as to keep them in a state of readiness to accept the same as soon as financial sanctions to the projects are communicated. A system of authorising advance preparation has also been introduced.

(6) In order to step up the pace of expenditure during the current plan, a bank of sanctions of projects has been built up for every State. Further, States are being continuously urged at all forums to prepare and submit projects and estimates still pending with them.

(7) The State Accountants General have been authorised to admit excess expenditure over the sanctioned estimates up to 10 per cent of the sanctioned costs or Rs. 2.50 lakhs whichever is less, in the case of National Highways, instead of up to a monetary limit of Rs. 25,000/- existing earlier, without the requirement of the submission of and obtaining approval to revised plans and estimates being applicable in such cases.

(8) To help the State Governments in the procurement of essential materials like bitumen, steel, cement etc., Ministry of Shipping and Transport have promised all possible help at the highest level.

(9) In order to remove the delays occurring at present between sanctioning of estimates and the commencement of the work at the State P. W. D. level, a number of steps have been suggested for adoption by States. These include centralisation of the process of calling of tenders, their settlement

and award of work at the State Chief Engineers' headquarters. In regard to the time for settling tenders, it was agreed at the meeting of the Standing Committee on Roads of the Transport Development Council held on the 29th June 1972 and State Chief Engineers held on the 10-11th July 1972 that this period would be four months in all cases except for large bridges where the period could be six months. Further, contracts have been suggested to be made strictly time-bound so that the requirements of time being the essence of the contract is fully observed and enforced. Setting up of a Centralised Progress Evaluation and Reporting Cell at the State Chief Engineers' headquarters as also another for proper advance planning, procurement, management of men, material and resources, laying down of weekly/fortnightly/monthly targets for each item and ensuring adherence to the targets so determined etc. have also been commended and stressed.

(10) The State Public Works Departments have also been requested to analyse reasons for delays and make all-out efforts to remove bottlenecks, if any. A strict watch is being kept on all problems by the Central Government through periodic reviews and personal discussions between the officers of this Ministry and the State Government. A constant vigil is also being kept on the pace of expenditure on the basis of periodic reports and other discussions.

(11) For advance action relating to Fifth Five Year Plan, the Central Government have, with effect from the year 1971-72, started giving grants-in-aid to the State Governments for undertaking advance action in regard to investigations, designs and project preparation works so that project preparation work for the Fifth Five Year Plan will be accomplished to a sizeable extent before the commencement of the Plan and will, thereby, help in quick sanction and commencement of sufficient works at the start of the Plan.

DEPARTMENTAL STORE AT BARRACKPORE, CALCUTTA

\*206. DR. R. K. CHAKRABARTI :  
SHRI K. B. CHETTRI :

Will the Minister of AGRICULTURE be pleased to state :