Gap Funding of Rs. 650 crores to the Urban Development Ministry,. In this context, the MMRDA had furnished requisite information and presentation was made by the MMRDA to the Empowered Committee of the DEA on 10th October, 2006. The Empowered Committee, after considering the proposal, certified that the project qualifies for the grant of Viability Gap Funding, but did not sanction the same as the bidding process was initiated prior to the issue of guidelines by the Department of Economic Affairs and, then, consequently recommended that the project could be considered for financial assistance by the Ministry of Urban Development under their own Viability Gap Funding Scheme/ JNNURM. The necessary details have also been furnished to the Ministry of Urban Development and their final approval is awaited. As the proposal is important and pending for a long time, I urge upon the Government to consider the proposal at an early date.

SHRI VIJAY J. DARDA (Maharashtra): Sir, I associate myself with what the hon. Member, Shrimati Supriya Sule, has said.

Need for development of National Highways in Orissa

श्री रुद्रनारायण पाणि (उड़ीसा): उपसभाध्यक्ष महोदय, उड़ीसा की गरीबी को माध्यम करके आतंकवादी तत्व अपना काया विस्तार कर रहे हैं। यह जितना सत्य है, उतना ही दुर्भाग्यपूर्ण हैं राज्य के दारिद्रय के समाधान हेतु समूचे प्रदेश के अंदर गमनागमन में व्यापक सुविधा की जानी चाहिए। इसके तहत सबसे पहले राष्ट्रीय राजमार्गों का विकास युद्धस्तर पर होना जरूरी है। स्वर्ण-चुतर्भुज योजना के अंतर्गत, जो कोलकाता-चैन्नई राष्ट्रीय राजमार्ग क्रमांक-5 राज्य के अंदर गया है, उसमें फोरलेनिंग का काम अब काफी मात्रा मे अधूरा पड़ा है। यहां तक कि 2004 तक जितना हुआ था, उतने में ही वह काम ठहरा हुआ हैं बालेश्वर के आसपास तो मामला बहुत ही गंभीर है। रांची-विजयावाड़ा राष्ट्रीय राजमार्ग के बारे में सं० प्र० ग० सरकार आने के बाद बहुत प्रचार किया गया, मगर अभी तक उसके गतिपथ के बारे में कोई स्पष्ट चित्र भी उभरा नहीं है, काम चालू होना तो दूर की बात है। गोपालपुर बंदरगाह से निकलकर सिधामाला में महानदी पर बने हुए पुल से होकर बअंरपाल तक के रास्ते को राष्ट्रीय राजमार्ग का दर्जा दिया जाना चाहिए। कहीं-कहीं ब्राह्मणी नदी पर एक पुल बनाये जाने से वह रास्ता दुर्गम अर्द्ध-पर्वतीय इलाके से होकर कोलकाता-मुंबई राष्ट्रीय राजमार्ग क्रमांक-6 को स्पर्श करेगा। इस प्रकार के इलाके में राजमार्गों का विकास होने से तथाकथित उग्रवादी गतिविधियों में कमी आएगी ही आएगी।

राष्ट्रीय राजमार्ग 200 के डुबुरि से पितिरि तक के खंड को टिपटॉप किए जाने के साथ-साथ संभव होने से फोरलेनिंग किया जाय उसी प्रकार राष्ट्रीय राजमार्ग क्रमांक 201 बरगड़ से लेकर बोरिगुमा तक का संपूर्ण विकास किया जाए। क्रमांक 224 बोरधा-बलांगीर की भी द्रुत गति से उन्नति की जाए। मंगुलि से निकलकर संबलपुर तक विस्तृत राष्ट्रीय राजमार्ग क्रमांक 42 का अवश्य ही फोरलेनिंग तुरंत किया जाना चाहिए। साथ में उसी मार्ग में आने वाले मध्य उड़ीसा के एक प्रमुख शहर तथा जिला केन्द्र "अनुगुल" (Anugul) के लिए बायपास का भी तुरंत प्रबंध किया जाना चाहिए। पाणिकोइनि से निकल कर राजामुंडा तक जाने वाले राष्ट्रीय राजमार्ग क्रमांक 215 एवम् बअंरपाल से निकलकर राजामुंडा, राउरकेला होकर रांची तक जाने वाले राष्ट्रीय राजमार्ग क्रमांक 23 की संपूर्ण मरम्मत के लिए भी मैं सरकार से पुरजोर मांग कर रहा हूँ। धन्यवाद।

श्री सुरेन्द्र लाठ (उड़ीसा): सर, मैं एसोसिएट करता हूँ।

श्री अजय मारू (झारखंड): सर, मैं एसोसिएट करता हूँ।

श्री भागीरथी माझी (उड़ीसा): सर, मैं एसोसिएट करता हूँ।

MS. PRAMILA BOHIDAR (Orissa): Sir, I associate myself with what the hon. Member, Shri Rudra Narayan Pany, has said.

Concern over food security crisis In Mizoram

SHRI LALHMING LIANA (Mizoram): Sir, through this Special Mention, I wish to draw the attention of the Government towards the crisis of food security in Mizoram and the untold miseries suffered by the famine-stricken people in the interior places of the State.

The local production of rice, which is far from adequate to feed even half of the population, has been adversely affected since the last two years due to an extra phenomenon called "MAUTAM", that is, gregarious bamboo flowering, and the situation is still worse this year. The poor harvest of rice has been abetted by drastic reduction of rice allocation since 2006, which is the very year in which this dreadful "Mautam famine" set in, and due to lack of purchasing power among the farmers.

The present allotment of 4260 MT of rice per month is far from sufficient to meet our minimum requirement. Mizoram has adult population of 10,35,853 as per record of ration card. The rural population of Mizoram eats three meals a day, and an adult consumes a minimum of 4 kgs. of rice per week. Based on the calculation, our minimum requirement is 10,000 MT per month, besides BPL and AAY quota. If this gap of, at least, 5740 MT per month is to be filled up by purchasing at economic cost, additional financial burden will be Rs. 8,29,43,000/-per month, and the State, with its meagre resources, is not in a position to bear this cost.

If immediate action is not taken to solve this problem, the people of Mizoram are bound to face starvation that may, subsequently, drag the State into a serious law and order problem.

I fervently request the Government to give additional allotment of APL rice to the tune of 5740 MT per month to Mizoram so that the people of Mizoram will be saved from starvation deaths.

SHRI DWIJENDRA NATH SHARMAH (Assam): Sir, I associate myself with the Special Mention made by the hon. Member.

Need to take effective measures for maintaining smooth flow of traffic on National Highway —31A in Sikkim.

SHRI O.T. LEPCHA (Sikkim): Mr. Vice-Chairman, Sir, I would like to draw the kind attention of the Central Government towards the frequent disturbances made by a regional political party of Darjeeling District in West Bengal through strikes, as a result of which the entire communication system is paralysed and the people of Sikkim are the worst sufferers.

Sir, as you all are aware, Sikkim is a peaceful and land-locked State, and the only lifeline National Highway 31-A. There is no other alternative. In this connection, it may be mentioned that whenever such type of strike call for Bandh in this region is given by any political party in West Bengal, the entire transport and communication system gets totally paralysed. This is a very serious matter and the Central Government should take effective steps to restore the communication system, especially, National Highway 31-A in the interest of the people of Sikkim. The Government should intervene in the matter.