

RAJYA SABHA

Wednesday, the 10th December, 2003/19 Agrahayana, 1925 (Saka)

THE HOUSE MET AT ELEVEN OF THE CLOCK,

MR. CHAIRMAN in the Chair.

ORAL ANSWERS TO QUESTIONS

Small villages and towns connected with Highways

*121. SHRI DINA NATH MISHRA : Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) the length of roads constructed during the period 1998 to 2003;
- (b) the number of villages and small towns connected with Highways through metalled roads during 1998 to 2003;
- (c) whether any study has been conducted to measure progress made, consequent upon construction of roads connecting small villages and towns with State/National Highways; and
- (d) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (SHRI KASHIRAM RANA) : (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) and (b) Since 'Roads' other than National Highways is a State subject under the Constitution of India, the Government of India does not maintain the data of the length of roads constructed and the number of villages and small towns connected through metalled roads.

However, as a special intervention of the Government of India, the Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched in December, 2000 with the aim of providing connectivity to all Unconnected Habitations in the rural areas with a population of more than 500 persons, through good All-weather roads, by the end of the Tenth Plan Period. In respect of the Hill States (North-East, Sikkim, Himachal Pradesh, Jammu & Kashmir, Uttaranchal) Desert Areas and Tribal (Schedule-V) areas, the objective is to connect Habitations with a population of 250 persons and above. The

details of road works cleared under the PMGSY in the years 2000-01, 2001-02 and 2002-03 is as under :-

Year	Length of road works cleared (Kms.)		Habitations to be covered	
	New Connectivity	Upgradation	New Connectivity	Upgradation
2000-01*	3996.00	12822.71	3703	8971
2001-02&				
2002-03**	22701.35	8797.15	11963	5276

* This does not include road length and coverage of habitations under erstwhile BMS, which was funded out of 2000-01 allocation only of the PMGSY.

** Project Proposals were cleared together in 2001-02 for two years i.e. 2001-02 & 2002-03.

(c) and (d) No study has been done to measure progress achieved as a result of construction of the roads under PMGSY since it is too early to assess the impact of these roads. However, 15666 Habitations to be covered by new connectivity and 14247 Habitations by upgraded connectivity would be benefited.

श्री दीनानाथ मिश्र : सभापति महोदय, प्रश्न का उत्तर तो आ गया है। नई कनेक्टिविटी से जितने गांव जुड़े और जिनका अपग्रेडेशन हुआ उन सब को मिलाकर यह संख्या 30 हजार के आसपास बनती है। मैं यह जानना चाहता हूं कि पहले की बनी हुई सड़कों मिलाने पर उनकी संख्या कितनी होगी?

श्री सभापति : यह कैसे हिसाब लगायेंगे?

श्री दीनानाथ मिश्र : सर, यह इतनी बड़ी संख्या नहीं है।

श्री सभापति : यह क्वेश्चन मैं नहीं था।

SHRI KASHIRAM RANA: Please repeat your question.

श्री दीनानाथ मिश्र : सभापति महोदय, मैं यह जानना चाहता हूं कि किन राज्यों में सड़कों की हालत करीब-करीब ठीक है और किन राज्यों में गांव की सड़कों की हालत बिल्कुल खराब है?

श्री सभापति : क्या उसका कोई सर्वे होता है?

श्री काशी राम राणा : सभापति जी, जो प्रधान मंत्री ग्राम सड़क योजना है यह सारे देश के लिए है, सभी स्टेट्स के लिए है। जहां-जहां सड़कें खराब हैं तो उनको अपग्रेड किया जाता है और जहां बिल्कुल कनेक्टिविटी नहीं है वहां कनेक्टिविटी दी जा रही है।

MR. CHAIRMAN : Question No. 122.

श्री संतोष बागड़ोदिया : सर, अगर आप बलाऊ करें तो हमारे संबंधित बहुत ही जरूरी क्वेश्चन है।

SHRI M.V. RAJASEKHARAN : Sir, this is a very important question. This rural connectivity depends on the connection of villages.

SHRI PREM CHAND GUPTA : Sir, you allow us to put supplementaries.

श्री सभापति : ठीक है। पृष्ठ नौजिए। Shri Santosh Bagrodia.

SHRI SANTOSH BAGRODIA : Sir, the point is that we make highways. Forget about the maintenance. On the highways—I reported about this to the Minister once by a letter—overtaking is allowed and in the process of overtaking the entire highway gets blocked. Would you make a rule stating that overtaking, especially by trucks, is not allowed on the highways? Even if there are dividers, they create such a big problem. I wrote a letter to the Minister saying that on the Jaipur-Delhi road some people, in collusion with the police authorities, are selling some items. They say, रत को उसमें सेफ़ी होगी। But there is no security on the highways where we are fleeced by unwarranted people. What efforts are you making to provide security on the highways?

SHRI KASHIRAM RANA : Sir, so far as the Rural Development Ministry is concerned, we only look after the rural roads under the Pradhan Mantri Gram Sadak Yojana. The National Highways and other roads are not the Concern of my Ministry. But I will convey it to my colleague.

SHRI M.V. RAJASEKHARAN : Sir, I would like to know from the hon. Minister, with regard to bad roads, how he is going to assure the quality of the work as well as maintenance. This is a most important thing. They are spending crores of rupees.

MR. CHAIRMAN : Please put your question.

SHRI M. V. RAJASEKHARAN : Sir, I would like to know the steps that the Central Government proposes to take to assure the quality with regard to both maintenance and work execution.

SHRI KASHIRAM RANA : So far as the quality of roads is concerned, there is a two-tier monitoring system, that is, at the State level and at

the national level. There are experts on roads and they are always visiting places, whether the road is under construction or has been completed.

श्री सुरेश पचौरी: आदरणीय सभापति महोदय, केन्द्र सरकार के स्तर पर जो सेंट्रल मानीटरिंग कमेटी है रोड की गुणवत्ता जानने के लिए बनाई गई है। वह गुणवत्ता यदि अच्छी पाई गई है तो क्या कारण है कि जिन राज्यों की रोड की गुणवत्ता सेंट्रल मानीटरिंग कमेटी ने अच्छी पाई उनको दूसरी किश्त नहीं दी गई? ऐसे कौन कौन से राज्य हैं जिनको इस स्कीम के तहत जो फंड दिया गया उसका यूटीलाइजेशन 90 प्रतिशत से ज्यादा है, फिर भी उनको दूसरी किश्त नहीं दी गयी? यदि नहीं दी गयी तो उन राज्यों को दूसरी किश्त नहीं दिये जाने के क्या कारण हैं?

श्री काशीराम राणा: सभापति महोदय, प्रश्न के दूसरे पार्ट का जवाब मैं अभी दे दूंगा। जिन स्टेट गवर्नमेंट्स को हम प्रधानमंत्री ग्रामीण सड़क योजना के तहत पहली किश्त देते हैं, उनको कभी भी हमने दूसरी किश्त देने में हिचकिचाहट नहीं की, हम देते ही हैं क्योंकि हमारी प्रायोरिटी ही है ग्रामों को सड़क कनेक्टिविटी देने की। इसके अतिरिक्त क्वालिटी ऑफ रोड्स की जहां तक बात है, उसके लिए जो भी रिपोर्ट मॉनिटरिंग सिस्टम के थ्रू मिलती है, उसके आधार पर हम लोग तुरन्त कार्यवाही करते हैं। अभी तक ऐसा कोई केस नहीं हुआ है। किसी स्टेट में मान लीजिए सौ रोड्स हैं तो उनमें से दो-तीन पुअर या ऐवरेज ग्रेडिंग की हैं, वहां पर उन सड़कों को हमने तुरन्त ठीक करने के लिए कहा है और इसके लिए हम स्टेप्स ले रहे हैं।

SHRI CHANDAN MITRA: Many of the roads that have been constructed under the Pradhan Mantri Gram Sadak Yojana, are in a very bad shape. Does the Government have any plan to set up a permanent monitoring authority to ensure that these roads are kept in a proper state of maintenance after they have been constructed because very little maintenance work is being done? These roads are in a state of disrepair.

SHRI KASHIRAM RANA: The entire system of monitoring is permanent. Whenever maintenance is required, it is done by the contractor. So far as maintenance under PMGSY is concerned, the contractors are accountable for maintenance of the roads for a period of five years.

Cases of corruption in bureaucracy

*122. SHRI S. AGNIRAJ: Will the Minister of PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS be pleased to state:

(a) the number of cases registered against corrupt officials in the Central Government during last five years, giving details year-wise;