

Funds to Rajasthan under Central Road Fund

*423. SHRI AIMADUDDIN AHMED KHAN (DURRU): Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount sanctioned to Rajasthan under the Central Road Fund (CRF), so far;

(b) the details of the works sanctioned from the Fund during 2000-01, 2001-02 and 2002-03, so far;

(c) whether Government are considering to fix a time-limit for approval of the proposals and to delegate certain powers of approval to a Committee on the lines of the Border Area Development Programme and PMGY; and

(d) if so, the decision taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B. C. KHANDURI]:

(a) to (d) A statement is laid on the table of the House.

Statement

(a) and (b) Year-wise accruals, number and value of works approved for Rajasthan under Central Road Fund are as follows:

Year	Accruals (Rs. in lakhs)	Number of approved works	Value of approved works (Rs. in lakhs)
2000-01	7582.00	35	3803.00
2001-02	7584.00	71	10630.00
2002-03 (till date)	7671.08	82	11083.00
Total	22837.08	188	25516.00

(c) No, Sir.

(d) Does not arise.

SHRI AIMADUDDIN AHMED KHAN (DURRU): Sir, my first supplementary is regarding (c) part of my question. The existing procedure

for securing administrative approval and issuance of technical and financial sanction takes as much as 8 months, leaving hardly 3-4 months for execution of road development works. To cut short this time lag, is it not feasible and desirable to delegate the powers of approval to an expert State level Committee, with proper Central representation?

MAJ. GEN. (RETD.) B. C. KHANDURI: Sir, the first part of the hon. Member's question that it takes 8 months to get the approval, is not correct. I have got with me details right from the beginning, that is, November, 2000, when the scheme started, and the first proposal from Rajasthan came in December, 2000. From December, 2000 till now, I have got all the details, and without going into the details, let me say that it has taken initially 3 weeks to 4 weeks. At the most, we have taken 8 weeks. So, his query that it has taken more than 8 months, is not correct. We have never taken that much time, and it is not going to be that much duration. On an average, it will not be more than 4 to 6 weeks. Now, as regards having an expert committee, in my opinion, that is going to take more time. I would like to inform the House about the time that we take. The procedure is very simple. The State Government sends us a list. We only want to make sure that, first of all, it is as per the criteria laid down by us. Secondly, works are being distributed in the entire State. We have cases where a large number of proposals came for a particular constituency of an MLA or an MP. Therefore, we have now decided to have a map for each State, and in that, we plan them accordingly, and our effort is to see that it is evenly distributed all over the country. Therefore, I think, the present system is working well.

SHRI AIMADUDDIN AHMED KHAN (DURRU): Sir, I would like to draw the attention of the House to one thing. The Ministry of Road Transport and Highways issued guidelines for the implementation of the scheme on 13th October, 2000, which were subsequently amended on 13th December, 2000. The guidelines were further amended on 13th July. Sir, amendment itself is taking more than 6 to 7 months. So, to say that it has taken 6 weeks' time, is not correct. Even the guidelines are being amended over a period of 6 to 7 months. So, what the hon. Minister has said, is not absolutely correct. But, nonetheless, my second supplementary is, in view of the strategic importance of Rajasthan, being the largest State on the border, and strategically and geologically situated, between the capital and the trade and industrial centres in the South, does the

Government propose to relax the limitation on the accumulation and utilisation of funds on year to year basis? If so, I want to know the details in this regard.

MAJ. GEN. (RETD.) B. C. KHANDURI: Sir, let me clarify the first point about the guidelines. Before December, 2000, when the...

MR. CHAIRMAN: There is no need to make any clarification.

MAJ. GEN. (RETD.) B. C. KHANDURI: No, Sir, he has made an observation which needs clarification from the Ministry's side. Before 13th December, 2000, there existed a system of CRF, which was changed and revamped by the Parliament and enacted in December, 2000. As against the earlier CRF, the changed system is a comprehensive one. The earlier system was based on a CRF, system through which we were collecting about Rs. 25 crores; now, we are collecting Rs. 6000 crores. Therefore, there is a difference. But after 13th July, 2001 we have not made any further changes. As regards giving additional allocation to Rajasthan, there is a system by which CRF is allocated; 60 per cent, based on the consumption of diesel and petrol, and 40 per cent based on the geographical area. And therefore, every State gets an allocation; Rajasthan is getting about Rs. 75 crores. Secondly, year by year allocation is an irrelevant thing, because this is a non-lapsable amount; whatever amount is unspent this year, goes into the next year.

DR. L. M. SINGHVI: Sir, for the States which are difficult to access, and areas where there are no other adequate means of transport, such as Rajasthan, is there a proposal for consideration for some additional funds, particularly, in view of the fact that now, Rajasthan is suffering from drought? Labour intensive schemes would be extremely helpful to the suffering people.

MAJ. GEN. (RETD.) B. C. KHANDURI: As regards the idea that certain States don't have other means of communication, we understand this requirement. But, at the moment, there is a norm. We have tried to accommodate some other States—of course, Rajasthan does not fit into that category—such as the North-Eastern States or the hilly areas, where apart from road, there is no mode of transportation. We are trying to give them additional allocation, not in terms of money, but in terms of sanctions. Normally, we sanction twice the amount of allocation, but in their case, we have sanctioned thrice the amount of allocation. Thus, we have tried

to adjust. Based on the experience, we might try and consider if there is any element to be brought in for the States which do not have any system of communication, other than road, or, which are backward.

श्री मूलचन्द मीणा: सभापति महोदय, मैं मंत्री महोदय से जानना चाहता हूँ कि इस योजना के अंतर्गत राजस्थान सरकार ने कितनी सड़कों के प्रस्ताव आपके पास भेजे हैं और उनके आधार पर जो प्रस्ताव आपने सैंक्शन नहीं किए, क्या वे मापदंडों पर आधारित नहीं थे। यदि मापदंडों पर आधारित हैं तो क्या राजस्थान सरकार के द्वारा भेजे गए सारे प्रस्तावों को आप मंजूरी देंगे?

श्री सभापति: यह इसमें कहाँ आता है?

श्रीमती जमनादेवी बाबलाल: महोदय, मैं इनका समर्थन करती हूँ। सभापति महोदय, आप स्वयं राजस्थान के हैं।..(व्यवधान).. राजस्थान आज सबसे ज्यादा पीड़ित है। मैं मीणा जी का और आप सब लोगों का समर्थन करूंगी कि पहले प्रायोरिटी हमारे राजस्थान को दी जाए।

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खन्डूरी: माननीय सभापति महोदय, राजस्थान को प्रायोरिटी दी जा रही है और जो सवाल आपने पूछा है, उसका जवाब तो प्रश्न में है। राजस्थान ने 188 काम हमें सैंक्शन करने के लिए दिये हैं। हमें अगर उनसे कोई सवाल-जवाब पूछना होता है तो उसके आधार पर पूछते हैं वरना ऐसा नहीं होता है। अगर वह मानकों के अंदर है तो हम उसको रिजैक्ट नहीं करते हैं लेकिन अगर मानकों में नहीं है, जैसे नैशनल हाइवे या रूरल रोड्स पर इनको पैसा नहीं दे सकते। मैंने जो आपको दो-तीन बातें बतायीं, हम सिर्फ वही चैक करते हैं और उनके आधार पर प्रदेश से सलाह-मशवरा करके उनके सब काम स्वीकार करते हैं।

Changes in licensing agreement

*424. SHRI SANJAY NIRUPAM: Will the Minister of COMMUNICATION AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether it is a fact that Government have changed the clauses of the licensing agreement signed with private cellular players;

(b) if so, the details thereof; and

(c) who are the beneficiaries from the private sector?

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): (a) to (c) A Statement is laid on the Table of the House.