

SHRI, MUMTAZ ANSARI: Mica Trading Corporation i.e MITCO, which was established at kodarma, has been running at a loss. I have just heard that there is a plan of merger of MITCO with MMTTC. Is there any step in this regard being taken by the Government?

SHRI P.CHIDAMBARAM: MITCO is now only a wholly owned subsidiary of MTC. There is no proposal to change the status.

National Highways

*150. **SHRI MUKUL BAGHRISHNA WASNIK:**
SHRI SHRAVANKUMAR PATEL:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government have conducted any survey to identify the length of National Highways which are not trafficworthy as per international standards;

(b) if so, the details thereof, State-wise; and

(c) the funds proposed to be provided for maintenance and repair of National Hiways during 1992-93, State-wise

THE MINISTER OF STATE OF THE MINISTRY OF SUFACE TRANSPORT (SHRI JAGADISH TYTLER): (a) to (c). A statement is laid on the Table of the Sabha.

STATEMENT

(a) and (b). the Central Road Research Institute had completed an inventory of the Nation Highways in 1987 as part of which they measured the riding quality of the major portion of the National Highway network. State-wise summary of roughness value is given in the Appendix.

According to the norms laid down by the Indian Roads Congress, riding comfort was less than satisfactory on roughly 41. 6% length of National Highways. The National Highways are however generally kept traffic worthy, within the availability of funds. Moreover, development of National Highways is a continuing activity and since 1987 further investments have been made to upgrade the system.

(c) In the 1992-93 Budget, a provision of Rs. 169.68 crores for maintenance and repairs of National Higways has been included. The State-wise distribution of the provision will be decided after the Demand for Grants are approved by the Parliament.

Appendix

Summary Report of Roughness (Length in KM)

State/UTs	*2500-3500 MM/KM	*3500-4500 MM/KM	*4500-5500 MM/KM	*5500-6500 MM/KM	*Greater Than 6500 MM/KM
1	2	3	4	5	6
1. Andhra Pradesh	231	609	414	375	581
2. Arunchal Pradesh			30		39
3. Assam	69	112	553	672	737
4. Bihar	229	590	599	186	384
5. Chandigarh		5			
6. Delhi					
7. Goa/Daman & Diu		33	99		58
8. Gujarat	487	340	96	21	35
9. Haryana	114	192	219	38	21
10. Himachal Pradesh	20	53	120	123	266
11. Jammu & Kashmir	220	107	110	19	45
12. Karnataka	184	676	542	109	482

State/UTs	*25J0-3500 MM/KM	1	3	*3500-4500 MM/KM	*4500-5500 MM/KM	*5500-6500 MM/KM	*Greater Than 6500 MM/KM
1	2	1	3	4	5	6	6
13. Kerala	53		16	574	18	26	
14. Madhya Pradesh	269		466	352	440	1085	
15. Maharashtra	365		579	656	341	767	
16. Manipur	-		-	-	-	400	
17. Meghalaya	-		3	76	187	184	
18. Mizoram	-		-	5	238	294	
19. Nagaland	-		-	-	-	100	
20. Orissa	-		-	-	236	1221	
21. Pondicherry	-		-	25	-	-	
22. Punjab	96		184	144	114	307	
23. Rajasthan	609		417	362	40	1021	
24. Sikkim	-		-	-	-	60	
25. Tamil Nadu	209		1394	225	-	-	
26. Tripura	-		-	-	108	100	

State/UTs	*2500-3500 MM/KM	*3500-4500 MM/KM	*4500-5500 MM/KM	*5500-6500 MM/KM	*Greater Than 6500 MM/KM
1	2	3	4	5	6
27. Uttar Pradesh	253	598	716	660	429
28. West Bengal	319	500	335	280	
Total:	3854	7025	6250	4202	8741
% of Total:	12.39	22.59	20.09	13.52	28.10

Note: 1029 Kms which are in excellent condition has not been included in above statement.

*Roughness value, expressed in millimetres per km. length of the road, as measured with Bump Integrater.

SHRIMUKUL BALKRISHNA WASNIK: Sir, as per the reply given by the hon. Minister, 41.6 per cent of the Indian Highways are below the standard level according to the survey conducted by the Indian Roads Congress. But, as per the survey conducted by the Central Road Research Institute, 98 per cent of the Indian Highways are below the standard level and are not in a motorable condition. Firstly this had led to increase in road accidents killing more than fifty thousand people during the last one year; and secondly increase in fuel consumption with an additional expenditure of Rs. 6000 million every year. So, may I know from the hon. Minister, the steps Government propose to initiate to improve the quality of Indian Highways?

SHRI JAGADISH TYLER: Sir, first of all, I would like to correct the hon. Member. The documents which have been given by the CRRRI says that 38.3 per cent of the National Highways are having a good riding quality; 20.1 per cent average riding quality, while the riding surface for raining 41.6 per cent is very poor. So, to some extent, the hon. Member is right. The roads are not in very good conditions.

But, as far as the other part of the question is concerned, I may say that according to the funds available to us, whatever is possible with regard to maintaining and repairing of roads, modernisation etc, wherever is possible is being done. Because of this, automatically, the rate of accidents and other difficulties the people are facing, would come down.

[*English*]

SHRIMUKUL BALKRISHNA WASNIK: Sir, the National Highways, though constitute only two per cent of the roads within the country, are catering to almost sixty per cent of the travellers. The Minister has pointed out that whatever funds are available, the Gov-

ernment is planning to improve the quality. May, I therefore, know from the hon. Minister, in view of several thousands people getting killed and several thousands of rupees being additionally spent over fuel, whether there has been a decline in the funds made available for the road construction and their maintenance and, if so, what has been the percentage decline during the last five years? Secondly, it has been our general knowledge that scale amount is being misappropriated by the agencies involved in the construction and maintenance of roads. May I, therefore, know from the hon. Minister what are the steps that the Government plans to take to curb the misappropriation in this regard?

SHRI JAGDISH TYLER: Sir, during the successive five-year plans, the share of transport has come down from 22 per cent to 12 per cent and the share of roads has correspondingly come down from 6.7 per cent to 2.9 per cent. The National Highways no doubt constitute only two per cent of the network and carry more than one-third of the road traffic which has been suffering because funds are not being made available. Even the share in the plans has declined progressively from 1.4 per cent to 0.71 per cent. The investments on the development of the National Highways system at constant price, have almost remained static till the Seventh Plan, though the traffic has increased manifold both in terms of volume and roads. The periodical maintenance in the upkeep of the system has been badly affected. We are doing everything possible with whatever funds are available, to maintain our roads.

As regards the second part of the question, maintenance of roads is the responsibility of the State Governments. We give funds to the State Governments. But recently the information has been that the money is not properly spent. So, we are monitoring from the Central Ministry more

closely with the State Governments to see that the funds are properly utilized.

SHRI SHRAVAN KUMAR PATEL: Sir, may I know from the hon. Minister what criteria and parameters are fixed so far as the question of providing bypasses on these national Highways are concerned, where such National Highways pass thorough populous cities and where such Highways present grave threat to the lives of the citizens? I would also like to know the number of proposals which are pending with the Central Governemnt so far as the question of the State of Madhya Pradesh is concerned. (*Interruptions*).

MR. SPEAKER: This is not arising out of this main question. This is about the maintenance of National Highways, not by-passes. That is a very big issue. You will have to restrict yourself to the main question, otherwise you do not get a reply.

SHRISHRAVANKUMARPATEL: There are two very important bypasses, Sir.

MR. SPEAKER: If you have any by-passes in your mind, please write to the Minister and the Minister will reply.

SHRISHRAVANKUMARPATEL: O.K., Sir, then I will ask a direct question. May I know whether the Government porous to involve private sector for the maintenance of the National Highways and, if so, to what extent, and what is the Plan that Government has got?

SHRI JAGDISH TYTLER: Sir, very soon I am coming with an amendment to the National Highways Act where participation to the National Highways as well as expressways will be allowed to the private Sector,

[*Translation*]

SHRI RAJVEER SINGH: Mr. Speaker, Sir, I am thankful to you. Through you, I would like to ask the hon. Minister the number of new National Highways from U.P., which have been included in the National Highway Projects formulated by the Government...(*Interruptions*).

MR. SPEAKER: Look, this matter is related to the entire country.

SHRI RAJVEER SINGH: Mr. Speaker, Sir, Uttar Pradesh is also included in the country.

MR. SPEAKER: Yes, but he does not possess the information in that regard. (*Interruptions*).

SHRI RAJVEER SINGH: Mr. Speaker, Sir, I am referring merely to National Highways. (*Interruptions*).

MR. SPEAKER: He has to get the information in regard to the National Highways of Uttar Pradesh from the office.

SHRI RAJVEER SINGH: I would like to know as to how many proposals for the conversion of State Highways into National Highways have been received from the State Governments? My other supplementary is that about eight years ago the Government had made an announcement to construct by-pass roads on National Highways....

[*English*]

MR. SPEAKER. I am disallowing it on several grounds.

[*Translation*]

SHRI RAJVEER SINGH: Mr. Speaker, Sir, prices are rising, land has not been

acquired so far and that has been causing great difficulty.

MR. SPEAKER: No, don't ask such questions. Go through the original question and then put you supplementary.

[English]

Mr. Minister, if you have information please give it to the hon. Member.

SHRI JAGDISH TYTLER: Sir, this constitutes a different question. I request the hon. Member to give some time.

MR. SPEAKER: You can send it in writing.

SHRI SRIKANTA JENA: Sir, the hon. Minister says that the resources are not available. May I know from the hon. Minister whether the World Bank or the Asian Development bank have agreed to any proposal of the Ministry of Surface Transport for the National Highway projects and if so how many such projects have been cleared by the World Bank and for which Government of India's approval is still pending.

SHRI JAGDISH TYTLER: Sir, I cannot give the details at present. Some projects were funded by the World Bank. The World Bank money goes direct to the kitty. We get the allocation from the Central Budget.

MR. SPEAKER: Next question.

SHRIG. DEVARAYANA NAIK: Sir, there is a very important question. You are not giving me an opportunity.

MR. SPEAKER: It may be important. But you should not raise it like this. I take objection to it. There are 542 Members. You should understand.

SHRIG. DEVARAYANA NAIK: I have tried many times.

MR. SPEAKER: Not like this. Please take your seat now.

Loans Advanced to SC/STs and farmers by Nationalised Banks

*151 SHRI KRISHNAN DUTT SULTANPURI: Will the Minister of FINANCE be pleased to state:

(a) the total amount of loans advanced by the nationalised banks to Scheduled Castes/Scheduled Tribes and marginal farmers during the last six months; and

(b) the percentage of the above amount recovered so far.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI DALBIR SINGH): (a) and (b). A Statement is laid on the Table of the House.

STATEMENT

(a) and (b). The total outstanding amount of loans advanced by Public Sector Banks to Scheduled Castes/Scheduled Tribes as at the end of March 1990, March 1991 and September 1991 (latest available) was as under;

<i>As at the end of</i>		<i>Amount (Rs. Crores)</i>
March	1990	3115
March	1991	3288
September	1991	3381

The total outstanding amount of loans advanced by Public Sector Banks to marginal farmers as at the end of June 1988, June 1989 and June 1990 (latest available) was as under.