

Second Five Year Plan, provision was made for 15 per cent increase in passenger traffic over that carried at the end of the First Plan. The number of passengers originating yearwise since 1955-56 are indicated below:

	Million	% of increase over 1955-56
1955-56: (Last Year of 1st Plan)	1275	..
1956-57 (1st Year)	1360	7%
1957-58 (2nd Year)	1410	11%
1958-59 (3rd Year)	1422	12%
1959-60* (4th Year)	1515	19%

*Provisional

Financial allocation and expenditure are made for freight and passenger traffic together as most of the facilities are common to both, except for Passenger Coaches.

The average number of passenger carriages (in terms of units) on line on all gauges has increased from 15,745 in 1955-56 to 19,034 in 1959-60, that is, an increase of about 21 per cent.

Freight on Railways

324. **Shri Morarka:** Will the Minister of Railways be pleased to lay a statement on the Table showing:

(a) the target of freight for the Second Five Year Plan period, the achievement made so far, together with the financial allocation under the Second Five Year Plan and the amount actually spent so far; and

(b) the reasons for the shortfall, if any, in achieving the physical targets?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) During the Second Plan, it was estimated that Railways will carry 162 million tons of originating freight traffic. The achievement during the First four years of the second Plan, i.e. upto 31st March, 1960 is indicated below:

	Million Tons
1956-57 (1st Year)	124
1957-58 (2nd Year)	132
1958-59 (3rd Year)	135
1959-60 (4th Year)	144 (approximate)

Financial allocation and expenditure are made for freight and passenger traffic together as most of the facilities are common to both.

(b) It is not yet possible to indicate whether the traffic by the end of the 2nd Plan will come up to the level envisaged.

National Highways

325. { **Shri Morarka:**
Shri Padam Dev:

Will the Minister of Transport and Communications be pleased to lay a statement on the Table showing:

(a) the total mileage of National Highways in 1950-51;

(b) the plan target for the First Five Year Plan, the achievement during the same period together with the financial allocation and the amount actually spent during the First Plan period;

(c) the target for the Second Five Year Plan period, the achievement made so far together with the financial allocation under the Second Five Year Plan and the amount actually spent so far; and

(d) the reasons for the shortfall, if any, in achieving the physical targets?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement giving the required information is laid on the Table.

STATEMENT

(a) The total mileage of National Highways in 1950-51 was 13,400 miles.

(b) The targets to be attained at the end of the First Plan were the construction of 640 miles of missing links and 40 major bridges and the improvement of 2,500 miles of existing sections of national highways. Actually during the First Plan Period, 636 miles of missing links and 30 major bridges were constructed, about 4000 miles of existing sections of national highways improved and provided with one lane asphalted carriageway, and 400 miles of the improved sections made fit for two-lane traffic. The financial allocation and the amount actually spent during the First Plan period were Rs. 27.80 crores and 27.62 crores, respectively.

(c) The targets to be attained at the end of the Second Plan are the construction of 700 miles of missing links and 40 major bridges and the improvement of 3,500 miles of existing sections of national highways. So far 620 miles of missing links and 32 major bridges have been constructed and about 3,100 miles of existing sections of national highways improved and provided with one lane asphalted carriageway and 850 miles of the improved sections made fit for two-lane traffic. Against an expenditure ceiling of Rs. 45.00 crores a sum of Rs. 32.82 crores (upt 31-3-60) has so far been spent.

(d) From the reply to part (b) of the question it would be observed that the target in respect of missing links was nearly achieved and that in respect of improvement works far

exceeded in the first Plan period. The target in respect of bridge construction could not be achieved mainly because the preliminary surveys and investigations etc. required took considerably more time than originally estimated. As regards the reasons for the shortfall in achieving the physical targets during the 2nd Plan Period it is too early to give any comments, because the shortfalls are not known at present.

Surfaced Roads

326. Shri Morarka: Will the Minister of Transport and Communications be pleased to lay a statement on the Table showing:

(a) the total mileage of surfaced roads in 1950-51;

(b) the plan target for the First Five Year Plan, the achievement during the same period together with the financial allocation and the amount actually spent during the First Plan period;

(c) the target for the Second Five Year Plan period, the achievement made so far, together with the financial allocation under the Second Five Year Plan and the amount actually spent so far; and

(d) the reasons for the shortfall, if any, in achieving the physical targets?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement giving the requisite information is laid on the Table.

STATEMENT

(a) 97,567 miles of surfaced roads on 31st March, 1951.

(b), (c) & (d). The Table below gives the requisite information. No