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Monday, March 21, 2022
Phalguna 30, 1943 (Saka)

LOK SABHA DEBATES
(English Version)

Eighth Session
(Seventeenth Lok Sabha)



(Vol. XVII contains Nos.11 to 20)

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NEW DELHI

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LOK SABHA DEBATES

LOK SABHA

Monday, March 21, 2022/ Phalguna 30, 1943 (Saka)

The Lok Sabha met at *Eleven of the Clock*.

[HON. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[Translation]

HON. SPEAKER: Question number 241, Shri M. Selvaraj.

(Q. 241)

[English]

SHRI M. SELVARAJ: My specific question was regarding complaints of harassment received from the female workers during the pandemic period. But the hon. Minister has answered that the data is not maintained by his Ministry under the Act of 2013, and the rules framed by the Government are enforced by the respective State Governments. There are three types of harassment which are taking place at workplaces, namely, sexual harassment, mental harassment, and physical harassment. I would like to know from the Minister what types of complaints were received from the respective State Governments.

[Translation]

SHRI BHUPENDER YADAV: Honourable Speaker sir, suitable guidelines are issued by the Directorate General, Factory Advice Service and Labour Institutes (DGFASLI) of Ministry of Labour and Employment in case of any irregularities if found under the Factory Act with regard to the works done by the workers on their work places, their job-security and the matters concerning their health.

So far as the women working at their workplaces and the physical harassment of women working in power-looms are concerned, complaints are lodged under the 2013 Act in this regard. Those complaints are registered by the state government. Since law and order is the state subject, the complaint is registered under them only. Their data are available on the website of NCRB.

[English]

SHRI M. SELVARAJ: My second supplementary question is: how many complaints were received from the States all over India and what was the action taken by the Government of India?

[Translation]

SHRI BHUPENDER YADAV: Honorable Chairman sir, I have the data of NCRB for the year 2018 and 2020 with me which I will place on the Table of the House. Action is being taken by the concerned police stations. Proceedings are going on in this regard in their concerned courts. I will provide the data.

[English]

SHRI BENNY BEHANAN: Thank you, Sir. There are several provisions for occupational safety and health and welfare of the women workforce in the Factories Act. But harassment of women workers at workplace is increasing drastically these days.

Here, I would like to highlight an incident which took place in Kitex Garments Ltd, which is situated in my constituency. There are several women workers, and most of them are guest workers from Jharkhand and Odisha. They had experienced severe exploitation and harassment. During the COVID-19 lockdown, when these guest women workers tried to get out of the company, they were beaten severely by the security guards. However, they could somehow manage to walk towards the nearest railway station.

Sir, I had a discussion with these workers along with the local police where they highlighted these issues. They were not provided proper salary. They were forced to work for 12 hours continuously. The food that was served was out of quality. Proper toilet facility was not given. Moreover, they were promised a salary of Rs.8500/- but were given only Rs.5500/-.

Sir, I had written a letter to the hon. Chairperson of National Human Rights Commission and several other Central Ministers. But I did not get an answer.

Hence, I would like to know whether the Government would enquire about this incident in the company and take necessary action.

[Translation]

SHRI BHUPENDER YADAV: Honorable Speaker Sir, so far as the number of cases filed under the Factory Act in Kerala is concerned, 190 cases were pending in

the year 2019 as per the information received by us in the year 2019 after going through the letters of the local authorities. During the year 2019, decisions were taken on 161 cases and 52 persons were found guilty under the Factory Act.

As far as sexual harassment at the workplace is concerned, there is a criminal law against such crimes under which the data of the state government are made available to NCRB. (Interruptions) I have already mentioned that 190 cases are pending and 52 convicts have been proved guilty under the Factory Act in Kerala. But, the 52 people who have been proved guilty have been convicted under various provisions of the Factories Act. If the question has been asked particularly about the crime against women at workplace under the Factory Act, then the detailed information will be provided after segregation of the available data.

HON. SPEAKER: Question No. 242, Shri Dharambir Singh.

(Q. 242)

SHRI DHARAMBIR SINGH: Hon. Speaker Sir, through you, I would like to get some information from the Honourable Minister. Since the new education policy has been implemented in the country. Today be it Kendriya Vidyalaya or Jawahar Navodaya Vidyalaya, they all come under only one board. We all are one country and we want the same education.

Sir, through you, I would like to ask the Honourable Minister that our Charkhi-Dadri district, where the panchayat, through the district administration has given 50 acres of land also. Will the minister assure us that school will start functioning if not this year, at least the next year positively as per the extant policy?

SMT. ANNPURNA DEVI: Hon. Speaker Sir, the Honorable Member had asked a question regarding Kendriya Vidyalaya and Navodaya Vidyalaya. It is a continuous process. Perhaps he is talking about opening Navodaya Vidyalaya in Charkhi-Dadri. Definitely, it is under process and will open it very soon.

[English]

SHRI N. K. PREMACHANDRAN: Thank you very much, Sir. My question is relating to Kendriya Vidyalaya and Navodaya Vidyalaya. There is a prestigious programme for minorities, that is, the Pradhan Mantri Jan Vikas Karyakram (PMJVK). This programme has been implemented as per the recommendations of the Rajindar Sachar Committee Report for the upliftment of minorities in the country.

My specific question to the hon. Minister is whether the blocks, which are identified under the Pradhan Mantri Jan Vikas Karyakram would be given due priority for commencing of Kendriya Vidyalayas and Navodaya Vidyalayas. I am asking this because there is a specific recommendation in this regard in the Rajindar Sachar Committee Report. Thank you.

[Translation]

SMT. ANNPURNA DEVI: Hon. Speaker Sir, the Honorable Member is a very senior Member. I think this question is not related to this question. If he asks this question separately, I will definitely answer.

SHRI MANISH TEWARI: Hon. Speaker Sir, before asking the question, I would like to seek your protection on this question. Every Member who is sitting in this House represents 15 to 20 lakh people. About 35 to 40 lakh people live in each Parliamentary Constituency. A quota of ten seats has been allocated to every MP by the Ministry of Education for admission to Kendriya Vidyalayas on their recommendations. I would like to request you very humbly and seek your protection that we are suffering a lot due to this meager quota. It is my request that this quota should be abolished because this meager quota causes resentment not only among our people but also among our MLAs.

There are so many requests which cannot be accommodated to satisfy everyone. I understand your problem and concerns as well. Honourable Minister, this quota should be increased from 10 to 50. I understand that you have your own

limitations. I humbly submit and think that the whole house would agree either to increase the said quota or to abolish it. ... *(Interruptions)*

THE MINISTER OF EDUCATION AND THE MINISTER OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP (SHRI DHARMENDRA PRADHAN): Hon. Speaker Sir, although, this question is related to the opening of Navodaya Vidyalaya and Kendriya Vidyalaya in Haryana, but it reflects the dignity of the House as well as the spirit of the Senior Member like Manish ji. Perhaps the House is also divided in favour and opposition on this issue, but with your permission I would like to clarify a few points. It is not a matter of right. Sometimes the said quota used to be zero, sometimes it was two, at some point of time it was increased to five and now it has been raised to ten. In addition to it, the ministers had a quota. There are also some comments of the court on this subject, still the issue has created a strange situation. Practically school education is a State subject. The Kendriya Vidyalayas were opened to provide education facilities to the children of Central Government employees who keep getting transferred all over India. Gradually, with our efforts, the Kendriya Vidyalayas were opened and in the last 50-60 years, the Kendriya Vidyalaya Sangathan has set a standard of its own. Similarly, there are Jawahar Navodaya Vidyalayas. Today, all these schools are doing good job in rural areas, in tier two and tier three cities, that's why people are getting attracted towards them.

I, with due respect, also accept this fact that there is a huge pressure upon us being the public representatives. We cannot work for some selected persons. All the children who are studying there belong to our constituencies and are studying there under a common procedure. If this house thinks appropriate, should we sitting in this big panchayat (House) dedicate our authority to a handful of selected people or dedicate it to all, the house can decide on that. We also need your guidance on this issue.

HON. SPEAKER: If the House agrees on this subject, should it be abolished?

... *(Interruptions)*

HON. SPEAKER: Should be abolished.

... (*Interruptions*)

HON. SPEAKER: Hon. Minister, it will be discussed later, why to keep special provision?

... (*Interruptions*)

HON. SPEAKER: I will inform the Honorable Minister about the common intention after discussing with the leaders of all the parties in the House.

... (*Interruptions*)

HON. SPEAKER: You yourself said that the privilege should be abolished. When the government has already started the process of abolishing the privilege, the house should agree on it.

... (*Interruptions*)

[*Translation*]

HON. SPEAKER: One minute please sit down. A decision on this issue will be taken after talking to the leaders of all parties....

..... (*Interruptions*)

HON. SPEAKER: Those who stand up will not get the opportunity to ask any supplementary questions, they will not get it through out their time. You have got your name noted down you will be given an opportunity as per the system....

..... (*Interruptions*)

SHRI GANESH SINGH: Speaker Sir, my question is regarding the opening of Kendriya Vidyalaya and Navodaya Vidyalaya. My Lok Sabha Constituency, Satna is a big constituency. Maihar is a big place. Efforts have been made for the last ten years to open a new Kendriya Vidyalaya there.

The challenging route has been mentioned, it can be opened only with the consent of an authority in the challenging route. I want to know from the Minister that what is the challenging route; can't Kendriya Vidyalaya be opened as per the requirements there? Since whatever formalities are there, it has been completed, the

land has been allotted, consent has been given, the building has been provided, all the formalities have been fulfilled. Now it has been put into challenging route, when will it be decided?

SHRI DHARMENDRA PRADHAN: Speaker Sir, I have also been a member of Lok Sabha and Rajya Sabha. I have also been trying for the last twenty years to get a central school open in my village.

The Hon. Members send a request to the department and the department forwards it to the States. The State Governments also recommends the place where the Central School is to be opened. There are certain criteria for opening a Central School. I am saying it again that four-five decades back, when the criteria for opening a Central School would have been fixed, the condition would be that the Central School will be opened at a place where the Central Government employees are in large number. It is the major condition.

Subsequently, the States are expected to allot land or free of cost building for a few years. Generally what happens, the Hon. Members once write a letter, we send it to the States. Many schools have been set up in the States till date. Many States haven't made the land available yet. Many schools are being run in rented building. It has not been arranged till date. The States have many responsibilities.

I will make effort during this session itself. I will inform all the Lok Sabha and Rajya Sabha Members about pendency in their area, whether it is land or building. You send a proposal for a new school, we will forward it to the State Government. For the consent of both the parties and fulfillment of the criterion, it has been marked as challenging route. We don't pick and choose. We are working on a list. It is a transparent process of our Government.

[English]

SUSHRI MAHUA MOITRA: My hon. colleague, Mr. Manish Tewari put forward his point of view. I would like to put forward another point of view.

I represent an area which is on the border and has a lot of BSF personnel and a lot of people with transferrable jobs. There is only one Kendriya Vidyalaya there. I am sure many of my colleagues face this trouble every year that the quota of ten admissions should be increased. The quota of ten admissions is very small. But to do away with the quota completely would be very difficult. There are some people in other areas where there are other schools, they can take advantage in areas like ours where there is only one CBSE school. People with transferrable jobs need that.

So, perhaps the Ministry, for this Parliament Secretariat, can have a separate cell where those people who need more quota for admissions, we can provide that. It would be very difficult if the quota is removed.

[Translation]

SHRI DHARMENDRA PRADHAN: Hon. Speaker Sir, you have given a ruling.

HON. SPEAKER: Shri K. Suresh ji, is it the same topic?

..... *(Interruptions)*

[English]

SHRI KODIKUNNIL SURESH: Sir, it is regarding opening of a Kendriya Vidyalaya in my constituency.

[Translation]

HON. SPEAKER: The Hon. Members here all will demand for Kendriya Vidyalaya. One will raise hand from this side and other from that side.

... *(Interruptions)*

HON. SPEAKER: Hon. Minister has informed about the rules and procedure for Kendriya Vidyalaya.

[English]

SHRI KODIKUNNIL SURESH: Hon. Speaker, Sir, I would like to mention about opening of a new Kendriya Vidyalaya in my constituency Kottarakkara, Kollam district, Kerala. The Kerala Government has already transferred five acres of land to the Kendriya Vidyalaya Sangathan, temporary accommodation has also been handed

over to the Kendriya Vidyalaya, and the Regional Commission of Kendriya Vidyalaya has also inspected along with the Central PWD officials. Everything is ready but the Government of India has not sanctioned the project. We are waiting for the last ten years for this school to open.

I would like to draw the attention of the hon. Minister, through you, that every formality has been completed in Kottarakkara, Kollam district for the Kendriya Vidyalaya but the Government of India is not sanctioning it. I would like to ask the hon. Minister whether you are going to start it or not.

[Translation]

HON. SPEAKER: Hon. Members, understand the difference between Zero Hour and Question Hour. Don't convert the Question Hour into Zero Hour demanding that it should be opened in my constituency. There is a difference between Question Hour and Zero Hour. I will allow you in zero hour. Is it right, Baluji?

... *(Interruptions)*

HON. SPEAKER: The Hon. Minister has told the policy matter, follow that policy. Hon. Minister, do you want to say something?

... *(Interruptions)*

SHRI DHARMENDRA PRADHAN: Speaker Sir, with your permission, I would like to say one thing.

[English]

My dear friend, Suresh Ji, please appreciate one thing. Do not go by half-baked information. I am ready to inform all of you about it.

[Translation]

You are saying that the State Government has given it as per criterion, it has provided accommodation. With responsibility, I will provide you in writing about the pending issues in the constituency of you all and about the view point of Kendriya Vidyalaya Sangathan. There are some anomalies in this. It is unfair to say that the Government of India is not setting up. It's not like that. We are open to set up on the basis of criterion. A batch comes out every two-three years, but still I

humbly say that the responsibility in the constitutional system of teaching children is mostly for the employees of the Government of India.

Nevertheless, central schools have been opened in every district, they have been opened due to everyone's efforts. It is not a matter of right. It is the responsibility of the State. I would like to everyone during this session. ...
(*Interruptions*)

SHRI GAURAV GOGOI: He has been elected seven times. ... (*Interruptions*)

HON. SPEAKER: Don't advocate for him.

... (*Interruptions*)

SHRI DHARMENDRA PRADHAN: The rule cannot be changed for getting elected seven times. ... (*Interruptions*)

HON. SPEAKER: It doesn't change.

[*English*]

SHRI GAURAV GOGOI: How can you say that? ... (*Interruptions*)

SHRI DHARMENDRA PRADHAN: Do not argue in favour of Suresh Ji.

[*Translation*]

HON. SPEAKER: None of his word is going on record.

... (*Interruptions*) ...*

SHRI DHARMENDRA PRADHAN: Hon. Speaker Sir, you said that this is not Zero Hour. ... (*Interruptions*)

HON. SPEAKER: I have told this.

... (*Interruptions*)

HON. SPEAKER: Has he appointed you an advocate? No one becomes advocate in the house. Keep this in mind from today onwards. There is no system for advocacy here.

... (*Interruptions*)

HON. SPEAKER: Sit down, please.

... (*Interruptions*)

HON. SPEAKER: QUESTION NO. 243.

SHRI UNMESH BHAIYYASAHEB PATIL: Not present.

DR. HEENA VIJAYKUMAR GAVIT: Not present.

SHRI T.R. BAALU.

[English]

(Q. 243)

SHRI T. R. BAALU: Sir, there was a scheme called Sarva Shiksha Abhiyan. Now, the Question pertains to Samagra Shiksha Abhiyan. Is the Government proposing to impart quality education from pre-school to 12th standard for the next five years? I want to know from the hon. Minister whether there were any shortcomings in the Sarva Shiksha Abhiyan because of which you are now introducing the new system. This is one thing.

What are the targets for the State Board Examinations as well as the Central Board Examination which the Government has fixed now? Are you going to introduce this education system in the mother tongue itself? This is my question.

THE MINISTER OF EDUCATION AND MINISTER OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP (SHRI DHARMENDRA PRADHAN): Hon. Speaker Sir, this is the name of the scheme. During Atal Ji's period when hon. Baalu Ji was a part of the Government, Sarva Shiksha Abhiyan was introduced. I think he is remembering the old scheme, that is Sarva Shiksha Abhiyan. Since the last few years, the old scheme has been changed with some modifications as Samagra Shiksha Abhiyan. Essentially, this is a 60:40 Centrally-Sponsored Scheme. The States are free to run their own courses in their own languages. Under the National Education Policy, much emphasis has been given to mother tongue. In this Samagra Shiksha Abhiyan, one of the priority areas is to create a local language system in the digital library, in the classroom, in the smart class, etc. This is a very progressive scheme. All the States are cooperating on this issue. This is a very progressive step implemented by the Modi Government.

SHRI LAVU SRIKRISHNA DEVARAYALU: The Andhra Pradesh Government is spending heavily on education to the tune of almost 12 per cent of the Budget. We have come up with various new schemes like Amma Vodi wherein we are giving Rs. 15,000 to the parents who send their children to schools. Also, under the Nadu Nedu scheme, we are refurbishing the schools.

However, if you look at the data of the Samagra Shiksha Abhiyan that you are talking about, in the last year, the percentage spent as proportion to the approved budget, not only Andhra Pradesh, but also Maharashtra, Himachal Pradesh, Gujrat, Chhattisgarh, Kerala, Karnataka, Telangana and West Bengal, have spent less than 60 per cent. Of course, the sharing pattern is 60 per cent from the Central Government and 40 per cent from the State Government, but still these States could draw only less than 60 per cent.

So, I want to ask whether there is any consultation made with the States, so that the scope of this scheme can be improved and States can draw much better and utilize these funds much better.

SHRI DHARMENDRA PRADHAN: Sir, it is a very good question which my friend has raised. Yes, there is slow progress in taking the Central share from Delhi. There is a basic reason. We are in the age of transparency. The Ministry of Finance has introduced a new pattern of disbursement to all the line Ministries in the Government of India and all the line Ministries are also persuading the respective State Governments to work in a more transparent manner. The Government of India will release the fund when you will deposit from the State Budget to the respective Department your 40 per cent. Immediately, within a few seconds, the Government of India is going to release their share of money. Different States have their own financial structure. A lot of States are taking a progressive stance. A lot of States have their own way of functioning. The Finance Ministry and all the other line Ministries are persuading the State Governments. This is a transitional phase. I hope that by the end of 31st March, there will be a substantial improvement in all these areas. This is a new pattern which the Government of India is emphasizing on. This

money belongs to the common man of this country. Every penny has to be spent in a more transparent manner. This is the effort of our Government. The States Governments are cooperating. Gradually, it will improve. The States have to adhere to the financial discipline as jointly agreed by Government of India and respective State Governments.

[Translation]

HON. SPEAKER: Question No. 244, Shrimati Aparajita Sarangi.

[English]

(Q. 244)

SHRIMATI APARAJITA SARANGI: Sir, we are well-aware of the fact that the differently-abled children in our schools require very special care and protection. Online teaching for these children can only be a stopgap arrangement because they need personal care. If we go by the established norms, three per cent of the child population go to school, out of these three per cent of the child population, in fact, those who are differently-abled should be integrated with the school system. The norms say that three per cent of these children are supposed to be differently-abled so that they could be integrated with the schools. But unfortunately, in India, only 0.5 per cent to 0.6 per cent of these children have been detected and brought into the school system. So, I would like to request the hon. Minister of Education to let us know whether there is a roadmap, there is a strategy, there is a plan of action of the Government of India to move from 0.5 per cent to 0.6 per cent to three per cent of these differently-abled children and integrate them with the schools.

[Translation]

SHRIMATI ANNPURNA DEVI: Hon'ble Speaker Sir, education is in the concurrent list but still we are talking about the Samagra Shiksha Abhiyan for differently-abled students through the Government of India. Under the leadership of respected Prime Minister, we are working with this approach that everyone should get equal education through Samagra Shiksha. We are continuously making efforts to ensure the education of divyang children through guidelines under the State sector

and policy initiatives by the Ministry of Education and also through desktop, mobile, television etc.,

We issue guidelines from, time to time, through the Government to the Union Territories about how children should be educated. In order to avoid loss of learning in the education of children during the Covid pandemic, online education was being provided continuously through PM e-Vidya digital medium. Under the leadership of respected Prime Minister, this time in the budget also about 200 DTH channels have been announced so that all children can get equal and quality education.

[English]

SHRIMATI APARAJITA SARANGI: Sir, to address the issue of learning disabilities of these differently-abled children, we need to have a large pool of special educators all across the country. The Rehabilitation Council of India actually raises this pool, gives recognitions to institutes to actually train people to become special educators. I was going through the statistics; unfortunately, the RCI has given recognition to a very few number of institutes across the country.

Can the Ministry of Education in association with the RCI think of a strategy by which a huge number of institutes -- those which are eligible -- can be given recognition so that more number of special educators can come into it?

SEVERAL HON. MEMBERS: It is a very good question.

THE MINISTER OF EDUCATION AND MINISTER OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP (SHRI DHARMENDRA PRADHAN): Speaker Sir, this is a very genuine concern shown by the hon. Member and all the sections of the House. Let me put that this is a very sensitive issue. Our Government -- when Prime Minister Modi took charge -- redefined the entire issue. Now, the issue of who all are divyang or disabled has been broadened.

This is a very new issue as far as India is concerned. All these dysfunctions or malfunctions are there within our own families, but due to ... (*Interruptions*)

SHRIMATI SUPRIYA SADANAND SULE: No.

SHRI DAYANIDHI MARAN: No.

SHRI DHARMENDRA PRADHAN : Please let me finish. ... (*Interruptions*) I am not an expert like you, *Tai ji*. ... (*Interruptions*) Speaker, Sir, this is a very sensitive issue. ... (*Interruptions*)

[*Translation*]

HON. SPEAKER: Hon. Minister, You have more friends here.

... (*Interruptions*)

[*English*]

SHRI DHARMENDRA PRADHAN : No, I am not an expert like *Tai ji*. She is a knowledgeable lady and an expert. I am not so expert. So, I would like to explain with my little understanding. If I cannot convince them, then I will invite all of them to my office and will interact with them. It is a very genuine issue raised by the hon. Member.

There is a lack of awareness within the society as to who all are disabled in our families. When I took charge of this Ministry, in the first week itself I faced a Question in the Parliament on dyslexia. Sir, I can candidly admit that I never heard this kind of terminology in my career. So, when I asked my colleague [*Translation*] What is it's Hindi? There was no word in vocabulary to translate it in Hindi. We have such children also in our homes. Now, in India, [*English*] there is a new National Education Policy, and a lot of emphasis and priority has been given to this issue.

In addition, during the COVID-19 period [*Translation*] We made arrangement for digital education and Disha TV, but [*English*] how to educate the disabled students is a new challenge. We all are concerned about it. Experts are working on it. I would like to seek advice of this House on how to create more trainers and more schools for them, and let us know who all are dysfunctional. We have to face this challenge collectively and we have to educate all these segments.

According to me, the population of this category of differently abled is around 10 per cent. How to handle them? This is a challenge. We all have to work together.

SHRI E.T. MOHAMMED BASHEER: Sir, education of differently abled students is really deplorable. Firstly, I would like to say that development of sign language is very much needed. This facility is very less.

Secondly, there should be application of education technology for the upliftment of differently abled students. Worldwide, a lot of technology updation is coming up for the development of education of the differently abled students.

My humble question to the hon. Minister is this. Will you take effective steps in developing the sign language in the country? Would you take interest in application of education technology for this particular section? ... (*Interruptions*)

SHRI N. K. PREMACHANDRAN: Sir, he was the former Education Minister in Kerala.

SHRI DHARMENDRA PRADHAN : Speaker, Sir, both the advices are very pertinent. I am assuring the hon. Member that for sign language and implementing technology for education of the physically disabled students we all are working on it. These are good advices, and we will take care of them.

[Translation]

SHRI S. S. AHLUWALIA: Hon'ble Speaker Sir, if you visit any school or village, you will find such children in every house. Under the policy of the Government, Children with Special Needs (CWSN), there is also a budget provision but the percentage of children going to the school can only be known after visiting the school. As our Member said, we can only know the reasons for not providing a disability certificate by visiting the school.

What is the reason for that? They have to go to the district hospital to get the certificate. Their parents may not have enough time to appear before the medical board. Whether the Government is likely to arrange camps in schools itself to examine and issue disability certificates to such children? Then, every child can avail this facility.

Hon'ble Sir, the second part of my question is, whether a record of their speech will be prepared if we don't notice anything by looking at their fingers or the

speech of such children during online classes. *[English]* Computers are disciplined slaves. *[Translation]* It understands your language. You can speak multiple times. If a lisper speaks or a deaf-and-dumb person shows gestures, it will understand that. Will a programme be made for them and hardware and software will be made for such children so that they can also participate in these online classes?

SHRI DHARMENDRA PRADHAN: Hon'ble Speaker Sir, I have accepted it very humbly. Right now this world is very inadequate for India even in the 21st century. Our Government has done a lot of work for our information and awareness in the last seven years. As a former Member has said, it is also a good suggestion. As per my knowledge, work is being done by the Department, outside the department, many people from the medical field and psychology on all of these topics. National Curriculum Framework work is being done at national and State levels in a wider consultancy for all the subjects. We are having many discussions in this direction also. All these discussions are in the same direction. All these will definitely be included in the next curriculum as well as educational science and this will be incorporated into the working system.

HON.SPEAKER: Hon. Minister, you can advise the State Government regarding the disability certificate. What is the problem?

SHRI DHARMENDRA PRADHAN: All right, Hon'ble Speaker Sir.

HON. SPEAKER: You can advise the State Government to issue a disability certificate.

[English]

SHRI GAURAV GOGOI: Sir, first of all, let me appreciate the hon. Member, Shrimati Aparajita *ji*, for raising a very sensitive question. I would also like to appreciate the hon. Minister for his frankness and dedication to this subject. We often talk about people and children living with disabilities. But, do we give them space in policymaking?

Do we give them space in policy planning institutions? If they are given space, we will get the necessary suggestions. The Minister has talked about the National Curriculum Framework; there are also the National Education Policy Task Forces, which have been set up in different States.

[Translation]

If people with disabilities and experts are given a place in every forum, then those people will be able to express themselves and we will also be able to take appropriate steps in the future. This is my request to the Government.

SHRI DHARMENDRA PRADHAN: Hon'ble Speaker Sir, a healthy discussion is going on in the House. There are many subjects in our country on which the House may agree without controversy. The issue raised by Shri Gaurav Gogoi is that the discussion to prepare a State Curriculum Framework (SCF) in States is being made not only in the States but also in the districts. We are trying to involve the affected people in the world from policy-making to the top. If the Members of this House give any other suggestions, we are ready to accept them wholeheartedly.

HON. SPEAKER: Question Number 245, Shri Naba Kumar Sarania.

(Q. 245)

[Translation]

SHRI NABA KUMAR SARANIA: Hon'ble Speaker Sir, I thank you for giving me the opportunity to raise an issue in the Question Hour. I have got this opportunity for the first time in the last eight years.

Sir, in the written reply given by the Hon'ble Minister, the councils, which are Bodoland Territorial Council, Dima Hasao Autonomous District Council and Karbi Anglong Autonomous District Council have been given Rs 1,170 crore for total of 102 projects under the special package.

In this, 56 projects have been completed and work is going on in 46 projects worth Rs 576.57 crore, but there are no details available on this. Sir, I want to ask this because for a long time, there was a case of a scam of thousands of crores in

BTC and that issue also came up in the Parliament. There is no monitoring of any kind. When the 'Disha' Committee was formed in the year 2016, then I was removed from this Committee and a Member of the Rajya Sabha was made the Chairman of this Committee. Now his tenure is over, so I have joined again in the 'Disha' Committee. That's why I demand that this subject should be brought under the 'Disha' Committee. There is no committee for monitoring at the State level. I have also visited the Fifth Scheduled Area. Many people have complained to me in this area also. The money meant for tribal areas gets diverted to other areas. So, firstly, I want its details and secondly, please tell me about the system for monitoring.

SHRI ARJUN MUNDA: Hon'ble Speaker Sir, the honorable member has asked about the Autonomous Council. The guidelines of 'DISHA' is given for the whole country, in which all the programs of all the ministries are reviewed and the work of the Ministry of Tribal Affairs is reviewed from the point of implementation at 'DISHA' level. I would definitely say that you can discuss it in the meeting of 'DISHA' and if you feel any difficulty in this, we will give guidelines for that, if required, from here.

SHRI NABA KUMAR SARANIA: Sir, the answer given by the Honorable Minister is correct, but there is a slight problem in my sixth scheduled area because there DC is Member Secretary of 'DISHA' and he has no contribution towards development. All this work is done by the council. The last time the BJP Government was formed here and the Government there has taken a decision that DCs will be given power in some areas. SOP will be formulated for that but one year has now completed and SOP has not been made. The DM also asks us what we have to do or say. So, I request the Hon'ble Minister that if SOP is made, it will be good if they are informed properly. Apart from this, I request you to send the officials of the Ministry there. The matter of TSP should come up in the 'DISHA' Committee. The

matter of the 15th Finance Commission does not even come up in the Committee because this money goes to the council. Sir, this is my second question.

HON. SPEAKER: Did not you have a question to ask now?

SHRI NABA KUMAR SARANIA: Hon'ble Sir, one question is regarding 'Eklavya Vidyalaya'. My district has become the fifth district in the ST category. There is only one Eklavya Vidyalaya there which is in very bad condition. I request the Hon'ble Minister that he should go there and visit it once. One Eklavya school should be set up in all the remaining districts as well. I would like the Hon'ble Minister to answer this.

SHRI ARJUN MUNDA: Hon'ble Speaker Sir, he has a little doubt about what the Honorable Member has asked. Education is provided in all the districts across the country. From the point of view of the system, it is done through some State Governments, autonomous councils or district-level bodies. You have said rightly. In this context, since the Ministry of Rural Development issues guidelines for all our work, we will talk to them and solve it. Secondly, he has asked about Eklavya Model School. Approval has been given on the basis of the criteria fixed for it. Approval has been given on the basis of the criteria fixed for the same. Third, he has desired that I should visit the school in his area as its condition is not good. I would meet the hon. Member and discuss with him regarding this and would definitely go there so as to become aware of the reality there and if needed, the problem will definitely be addressed.

SHRI ARJUN LAL MEENA: Thank you, Hon. Speaker Sir. First of all through you, I would like to heartily thank the hon. Minister for giving a detailed reply of the question. I hail from Scheduled-5 area which includes Rajasthan, Gujarat, Madhya Pradesh, Maharashtra, Chhattisgarh etc. and my Parliamentary Constituency is Udaipur. How much funds have been provided to Udaipur under the Article 275(1) by his Ministry and how much amount has been spent till now ? I would like the Minister to give last three years information. Has the given amount been spent or not ? Anyway, I would like to thank him for opening six Eklavya Model Residential

Schools in my Parliamentary Constituency. I would also like to thank the Government, hon. Modiji and the hon. Minister for this.

SHRI ARJUN MUNDA: Hon. Speaker Sir, we have the figures for as to how much amount has been provided in Rajasthan and I would make it available to him.

SHRI ADHIR RANJAN CHOUDHARY: Sir, few hours back, the hon. Minister was saying that there is a 'DISHA' committee in each district and we should seek all the information from the said committee because it is a kind of framework which has been formulated by the House. However, with regret I have to say that despite making several requests in this House, no meeting of 'DISHA' committee has been called in the last twelve to thirteen years on not only tribal issue but any other issue in which the said committee has the jurisdiction and I also have the right to participate in the meeting and ask question there but no meeting is called.

Well, I am the Chairman there. Therefore, I would like to tell the Government, this House and the hon. Speaker sir that it should be made compulsory that if the meeting of 'DISHA' committee is not called in a proper manner in any district, releasing of funds should be stopped there.(*Interruptions*) stop the release of funds there, only then those people will learn the lesson and get compelled to call us in the meeting of 'DISHA' committee.

I am making this request because there are many tribal people in my district and my Parliamentary Constituency but we do not get any information about them. Therefore, I would like to urge the whole House to discuss this issue, take a decision and compel every state to call a 'DISHA' meeting.

[English]

SHRI ANUBHAV MOHANTY: Sir, many thanks for giving me this opportunity.

These last two years have really taught us that if we are thinking about overall development, then the two major and most important sectors are health and education. When we are talking about the overall development of tribals, I would like to ask the hon. Minister through you whether he is aware that there is a disease called sickle cell disease in tribals. It is a very critical disease, a genetical disease

which cannot be cured. Survival is almost impossible. *[Translation]* The children suffering from genetic sickle cell disease also have a limited life span and live up to 20, 22 or 25 years. But, this can be eradicated. There are experts who are coming up with many suggestions. They are claiming to eradicate it completely and as far as I know, they also approached the Union Government with their memorandum and also met a few months back.

HON. SPEAKER: What is your question?

[English]

SHRI ANUBHAV MOHANTY: So, through you I want to know whether the Government has been approached with any such proposal. If the Government is approached, when and how does it plan to execute eradication of this disease? If the Government has not yet been approached by anyone, by any organisation, will the Government agree to look into this grave health issue in tribals and welcome such kind of experts for discussion, and look into this matter very seriously and on priority?

[Translation]

SHRI ARJUN MUNDA: Hon. Speaker sir, this question does not pertain to the original question however the issue raised by the hon. Member is important from this point of view that such problems are in plenty in the tribal areas and among the tribal people. Our Ministry, under the leadership of the hon. Prime Minister is working on this issue with a lot of sensitivity as you know that the hon. Prime Minister has talked on this issue several times during his visits to various countries and in our country also.

Presently, we are working on two parts in collaboration with the ICMR and the Ministry of Health and Family Welfare. One part is related to research base and to prepare a database as to which States have such cases and which type of cases and what is the number of such cases. How should we prepare its database and how should we develop a counselling system regarding this. Because when we say

genetic, the more awareness about it you spread, the higher is likelihood of redressal of this problem. This is one aspect.

The second aspect is how to make the treatment easily available to those suffering from it? Some treatments cannot be administered at the local level so arrangements are also being made in this regard. We are having discussions with all the important institutions of the country like AIIMS and all other AIIMS at the regional level, Gangaram Hospital and best hospitals located in various parts of the country and we are continuously working on it. You know that there is a STC component under the provision for the development of tribal people and we work in collaboration with all the Ministries through it. We are working closely with the Ministry of Health and Family Welfare in this regard. In our Ministry wherever there is a resource gap and wherever funds are needed, we take assistance from this component.

[English]

KUMARI GODDETI MADHAVI: Sir, estimates suggest that 77 per cent of the tribal population has no access to Internet. Has the Government conducted any survey to identify the extent of Internet access to the tribal population? What is being done to improve the situation?

[Translation]

SHRI ARJUN MUNDA: Hon. Speaker sir, the House will feel glad to hear that the IT Ministry has started a special programme. Approximately six thousand crore rupees have been provided under the same to work out how to make available the facilities of internet connectivity, broadband connections and 4G services, in a special manner in the 7000 villages. All these are tribal villages.

HON. SPEAKER: Question no. 246.

Shri Rajveer Singh ji - Not Present.

Shri Bhola Singh ji.

(Q. 246)

SHRI BHOLA SINGH: Hon. Speaker, Sir, the reply given by the hon. Minister demonstrates that our Government is doing a lot of work for the conservation of cultural heritage and to develop Himalayan region. Sir, through you, I would like to ask the hon. Minister the names of the central research institutes set up to undertake research on the conservation and development of cultural heritage in Himalayan region and whether the Government is satisfied with the progress of the work?

SHRIMATI MEENAKSHI LEKHI: Hon. Speaker, Sir, the institutions, under the schemes being implemented, are not set up by the Union Government. But, the Governments of six states, adjoining the Himalaya, send their selected proposals to the Centre, which are inspected by our Division and thereafter funds are provided by the Government. There has been some increase in these funds in the last few years. The amount being spent has been increased from Rs. 23.86 crore in last year to Rs 47.38 crore in this year. The institutions have also risen from 117 to 203. These institutions include trusts, societies, other bodies and universities and are recommended by the states. The funding pattern is in ratio of 75:25 whereas in some states, particularly in Arunachal Pradesh, it is 90:10.

SHRI NIHAL CHAND CHOUHAN: Hon. Speaker, Sir, Rajasthan is also second to none in cultural heritage. If a tourist from any part of the world visits India, it certainly has yearning to visit Rajasthan. Kalibanga, located in Hanumangarh district, is a part of 5000 years old Mohenjo-daro civilisation. Shri B.B. Lal who is now 100 years old paid a visit here in 1952. I myself met him. There is a fort named Bhatner. The Central Government sanctioned Rs. 3 crore to this fort. But the ASI under his Ministry did not give permission to release this amount. I, through you, would like to know from the Minister the reasons for which the funds still has not been released. It give permission when the walls of the fort are get broken.

I want to know from the hon. Minister the manner in which Kalibanga, a part of Mohenjo-daro civilisation, and Bhatner fort is being monitored. If these places are

not being monitored, the Government should monitor these places. I would like to know the time by which the Government will be able to spend the fund approved.

SHRIMATI MEENAKSHI LEKHI: Hon. Speaker, Sir, it is a totally different question.

HON. SPEAKER: The original question was about the Himalayan region, but, the present one is related to Rajasthan. We started from Himalaya and reached to Mohenjo-daro.

SHRIMATI MEENAKSHI LEKHI: Yes Sir, he reached to desert. As far as, the question of the hon. Member is concerned, I would like to inform him that an university is attached with the ASI. There some places like Rakhigarhi and Dholaveera which have been inscribed. He has specifically asked about the Kalibangan. Available relevant information will be given to the hon. Member, particularly all the details specifically asked by him.

HON. SPEAKER: Question 247, Shri Krupal Balaji Tumane.

(Q. 247)

SHRI KRUPAL BALAJI TUMANE: Hon. Speaker, Sir, nearly 02 lakh labourers are engaged in mining in my Parliamentary Constituency Ramtek. Almost equal number of workers are also employed in MIDC. A hospital was announced in 2018 and Bhumipujan was performed in 2019. At that time, Shri Santosh Kumar Gangawar, erstwhile Minister of Labour and other Union Minister from Nagpur were also present there. The Government performed Bhoomi Pujan in a grand way but the construction of the hospital still has not started. The Government first allotted land then asked to change it. Later it was changed with another land in MIDC industrial area. Through you, I would like to know from the hon. Minister why has the construction work of the hospital not started, what are the difficulties and when will it be started.

SHRI BHUPENDER YADAV: Hon. Speaker, Sir, there are 57 ESIC hospitals across the country in which works are lying pending. There are various reasons for this. These include not having possession of land, not having proper map, as the

agencies have to do work as per the maps. We set up a dash board in the last meeting of ESIC and the work of all the hospitals will be reflect on the dashboard. I have sent a personal communication to all the MPs who have submitted their concerns about the pending process. All the actions are being thoroughly executed through a portal.

SHRI KRUPAL BALAJI TUMANE: Hon. Speaker, let's hope that the work shall be started soon and the labourers will get justice.

The ESIC hospital functioning in Nagpur is in very bad shape. No facility is available there. It is a hundred beds hospital. There is no sonography machine in the hospital. There is only one X-ray machine in the hospital. Thus, there is complete lack of facilities in the hospital.

Sir, through you, I would like to know from the Hon'ble Minister whether he is going to provide all the required machines in the hospital under the facilities proposed for the hospital.

Many irregularities are being committed here, the person to whom tender is awarded never get work order and he do other works. Will the Government pay attention to this problem?

12.00 hrs

SHRI BHUPENDER YADAV: Hon. Speaker, Sir, I will certainly took notice of the particular matter raised by the hon. Member. There are 180 hospitals and 18 medical colleges of ESIC across the country. All these problems, inter alia, vacancies lying pending for a quite long time, being addressed. We have issued advertisement to fill up long pending vacancies. The ESIC Board has also passed a resolution to bridge the difference in salaries given in ESICs being run by the Central Government and the State Governments.

This scheme of the Government of India covers 3.50 crores beneficiaries and their 12 crores dependents. To me, the facilities being given by ESICs are to serve the people. To address issue of a particular hospital brought to my notice, I will certainly call you in my office and will address your problem.

HON. SPEAKER: Question No. 248,

Shri Ashok Kumar Yadav - Not Present.

...(Interruptions)

(Q. 248)

THE MINISTER OF STATE IN THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI RAJEEV CHANDRASEKHAR): Sir, a statement is laid on the Table of the House.

HON. SPEAKER: Question No. – 249, Ms Sunita Duggal - Not Present.

...(Interruptions)

HON. SPEAKER: Shri Chandershekhar Sahu – Not Present.

...(Interruptions)

(Q. 249)

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE AND THE MINISTER OF LABOUR (SHRI BHUPENDER YADAV): Hon. Speaker, Sir, the reply has been laid on the Table.

***WRITTEN ANSWERS TO QUESTIONS**

(Starred Question Nos. 221 to 240 (17.03.2022)
250 to 260 (21.03.2022))

Unstarred Question Nos. 2531 to 2760(17.03.2022)
2761 to 2990(21.03.2022))

*** For Questions, please refer to Master copy of English version, placed in Library.
You can also visit <https://sansad.in/ls/questions/questions-and-answers> for more information.**

HON. SPEAKER: Now, the Question hour is over.

HON. SPEAKER: Hon'ble Members, I have received notices of motions of adjournment on different matters from following Members namely: Shri Pradyut Bordoloi, Shri ManishTewari, Shri E. T. Mohammed Basheer, Shri K Muraleedharan, Shri Hibi Eden, Shri Rajmohan Unnithan, Shri Hanuman Beniwal, Shri B. Manickam Tagore, Adv. A. M. Ariff, Shri Gaurav Gogoi, Shri Benny Behanan, Shri Adhir Ranjan Chowdhury, Shri M.K Raghavan, Dr. Thol Thirumaavalavan, Shri Kodikunnil Suresh. I have not allowed any of the notices of the motion of adjournment.

...(Interruptions)

SHRI MANISH TEWARI (ANANDPUR SAHIB): If you take up Zero Hour then kindly allow us to speak...(Interruptions)

HON. SPEAKER: We will take up Zero Hour after this discussion. Let's start discussion at 12 O'clock, then we will take up Zero Hour.

...(Interruptions)

SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR): Sir, please take Zero Hour first...(Interruptions)

HON. SPEAKER: No, I have already given ruling and it will not be changed.

...(Interruptions)

SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR): Sir, please don't do this. ...(Interruptions)

HON. SPEAKER: Now, Paper to be laid on the Table of the House.

...(Interruptions)

12.03 hrs

PAPERS LAID ON THE TABLE

[Translation]

HON. SPEAKER: Now, Papers will be laid on the Table – Shri Arjun Ram Meghwal

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (SHRI ARJUN RAM MEGHWAL): Sir, on behalf of Shri Rao Inderjit Singh, I beg to lay following papers on the Table:-

- (1) A copy of the Insolvency and Bankruptcy Board of India (Insolvency Resolution Process for Corporate Persons) (Amendment) Regulations, 2022 (Hindi and English versions) published in Notification No. IBBI/2021-22/GN/REG/080 in Gazette of India dated 9th February, 2022 under Section 241 of the Insolvency and Bankruptcy Code, 2016.

[Placed in Library, See No. LT 6571/17/22]

- (2) A copy each of the following Notifications (Hindi and English versions) under subsection (4) of Section 469 of the Companies Act, 2013:- :-
 - (i) The National Financial Reporting Authority (Recruitment, Salary, Allowances and Other Terms and Conditions of Service of Secretary, Officers and Other Employees of Authority) Amendment Rules, 2022 published in Notification No. G.S.R.4(E) published in Gazette of India dated 4th January, 2022.
 - (ii) The National Financial Reporting Authority (Manner of Appointment and other Terms and Conditions of Service of Chairperson and Members) Amendment Rules, 2022 published in Notification No. G.S.R.165(E) published in Gazette of India dated 28th February, 2022.
 - (iii) S.O.35(E) published in Gazette of India dated 4th January, 2022, delegating powers to the National Financial Reporting Authority for

the purpose of the appointment to the posts of Chief General Manager, General Manager, Deputy General Manager, Assistant General Manager, Manager, Assistant Manager, Personal or General Assistant, Sr. PS, 2 Personal Secretary and Driver in the National Financial Reporting Authority.

- (iv) The Companies (Registration Offices and Fees) Amendment Rules, 2022 published in Notification No. G.S.R.12(E) published in Gazette of India dated 12th January, 2022.
- (v) The Companies (Accounts) Amendment Rules, 2022 published in Notification No. G.S.R.107(E) published in Gazette of India dated 11th February, 2022.

[Placed in Library, See No. LT 6572/17/22]

- (3) A copy of the Limited Liability Partnership (Amendment) Rules, 2022 (Hindi and English versions) published in Notification No. G.S.R.109(E) in Gazette of India dated 11th February, 2022 under sub-section (3) of Section 79 of the Limited Liability Partnership Act, 2008.

[Placed in Library, See No. LT 6573/17/22]

- (4) A copy of the Notification No. S.O.623(E) (Hindi and English versions) published in Gazette of India dated 11th February, 2022, delegating power of Central Government to Regional Directors under Section 458 of the Companies Act, 2013.

[Placed in Library, See No. LT 6574/17/22]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (SHRI ARJUN RAM MEGHWAL): Hon. Speaker, Sir, I beg to lay following papers on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Kalakshetra Foundation, Chennai, for the year 2019-2020, alongwith Audited Accounts

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Kalakshetra Foundation, Chennai, for the year 2019- 2020.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.
- [Placed in Library, See No. LT 6575/17/22]
- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Delhi Public Library, Delhi, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Delhi Public Library, Delhi, for the year 2020-2021.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.
- [Placed in Library, See No. LT 6576/17/22]
- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Victoria Memorial Hall, Kolkata, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Victoria Memorial Hall, Kolkata, for the year 2020-2021.
- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above
- [Placed in Library, See No. LT 6577/17/22]
- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Vrindavan Research Institute, Vrindavan, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Vrindavan Research Institute,

Vrindavan, for the year 2020-2021.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT 6578/17/22]

**THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS
AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (SMT.**

MEENAKASHI LEKHI): Hon. Speaker Sir, I beg to lay on the Table following papers:

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Institute of Buddhist Studies, Leh-Ladakh, for the year 2019-2020.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Central Institute of Buddhist Studies, Leh-Ladakh, for the year 2019-2020, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Institute of Buddhist Studies, Leh-Ladakh, for the year 2019-2020.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 6579/17/22]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Centre for Buddhist Cultural Studies, Tawang Monastery, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Centre for Buddhist Cultural Studies, Tawang Monastery, for the year 2020-2021.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT 6580/17/22]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Gaden Rabgyeling Monastic School, Bomdila, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Gaden Rabgyeling Monastic School, Bomdila, for the year 2020-2021.
- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT 6581/17/22]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Library of Tibetan Works and Archives, Dharamsala, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Library of Tibetan Works and Archives, Dharamsala, for the year 2020-2021.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT 6582/17/22]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the North Central Zone Cultural Centre, Prayagraj, for the year 2019-2020, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the North Central Zone Cultural Centre, Prayagraj, for the year 2019-2020.
- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library, See No. LT 6583/17/22]

- (11) (i) A copy of the Annual Report (Hindi and English versions) of the South Zone Cultural Centre, Thanjavur, for the year 2019-2020,

alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the South Zone Cultural Centre, Thanjavur, for the year 2019-2020
- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library, See No. LT 6584/17/22]

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SMT. ANNPURNA DEVI): Hon. Speaker, Sir, I beg to lay on the Table following papers:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Samagra Shiksha UT of Jammu and Kashmir, Srinagar, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Samagra Shiksha UT of Jammu and Kashmir, Srinagar, for the year 2020-2021.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 6585/17/22]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Himachal Pradesh School Education Society (Samagra Shiksha), Shimla, for the year 2019-2020, alongwith Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Himachal Pradesh School Education Society (Samagra Shiksha), Shimla, for the year 2019-2020.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above

[Placed in Library, See No. LT 6586/17/22]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Samagra Shiksha Chhattisgarh, Raipur, for the year 2019-2020, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Samagra Shiksha Chhattisgarh, Raipur, for the year 2019-2020.
- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT 6587/17/22]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Rajasthan Council of School Education (Samagra Shiksha), Jaipur, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Rajasthan Council of School Education (Samagra Shiksha), Jaipur, for the year 2020-2021.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT 6588/17/22]

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION (DR. SUBHAS SARKAR) : Hon. Speaker, Sir, I beg to lay following papers on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Atal Bihari Vajpayee Indian Institute of Information Technology and Management, Gwalior, for the year 2019-2020.
- (ii) A copy of the Annual Accounts of the Atal Bihari Vajpayee Indian Institute of Information Technology and Management, Gwalior, for the year 2019-2020, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the

Government of the working of the Atal Bihari Vajpayee Indian Institute of Information Technology and Management, Gwalior, for the year 2019- 2020.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 6589/17/22]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Pandit Dwarka Prasad Mishra Indian Institute of Information Technology, Design and Manufacturing, Jabalpur, for the year 2020- 2021.

(ii) A copy of the Annual Accounts of the Pandit Dwarka Prasad Mishra Indian Institute of Information Technology, Design and Manufacturing, Jabalpur, for the year 2020-2021, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Pandit Dwarka Prasad Mishra Indian Institute of Information Technology, Design and Manufacturing, Jabalpur, for the year 2020-2021.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT 6590/17/22]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology, Raichur, for the year 2019-2020.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Information Technology, Raichur, for the year 2019-2020, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Information

Technology, Raichur, for the year 2019-2020.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT 6591/17/22]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology Ranchi, Ranchi, for the year 2019- 2020, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Information Technology Ranchi, Ranchi, for the year 2019-2020.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT 6592/17/22]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology, Kottayam, for the year 2020-2021, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Information Technology, Kottayam, for the year 2020-2021.

- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library, See No. LT 6593/17/22]

- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology, Vadodara, for the year 2019-2020, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Information Technology, Vadodara, for the year 2019-2020

- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above

[Placed in Library, See No. LT 6594/17/22] [

- (13) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology, Chittoor, for the year 2019-2020, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Information Technology, Chittoor, for the year 2019-2020.

- (14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

[Placed in Library, See No. LT 6595/17/22]

- (15) A copy of the First Statutes of the Indian Institute of Information Technology Design and Manufacturing, Kurnool (Hindi and English versions) published in Notification No. F. No. 79-1/2021-TS.I in Gazette of India dated 21st February, 2022 under Section 50 of the Indian Institute of Information Technology Act, 2014.

[Placed in Library, See No. LT 6596/17/22]

- (16) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Surat, for the year 2017-2018.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology, Surat, for the year 2017-2018, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology, Surat, for the year 2017-2018.

- (17) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (16) above.

[Placed in Library, See No. LT 6597/17/22]

- (18) (i) A copy of the Annual Report (Hindi and English versions) of the University of Delhi (Part-I & II), Delhi, for the year 2020-2021, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the University of Delhi, Delhi, for the year 2020-2021.
- (19) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (18) above.

[Placed in Library, See No. LT 6598/17/22]

- (20) (i) A copy of the Annual Report (Hindi and English versions) of the Central University of Punjab, Bathinda, for the year 2020-2021.
- (ii) A copy of the Annual Accounts (Hindi and English versions) by the Government of the working of the Central University of Punjab, Bathinda, for the year 2020-2021, together with Audit report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central University of Punjab, Bathinda, for the year 2020-2021.
- (21) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (20) above.

[Placed in Library, See No. LT 6599/17/22]

- (22) A copy of the Annual Accounts (Hindi and English versions) of the Dr. Harisingh Gour Vishwavidyalaya, Sagar, for the year 2019-2020, together with Audit report thereon.
- (23) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (22) above.

[Placed in Library, See No. LT 6600/17/22]

- (24) (i) A copy of the Annual Report (Hindi and English versions) of the

Indian Institute of Science, Bengaluru, for the year 2020-2021.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Science, Bengaluru, for the year 2020-2021, together with Audit Report thereon.
 - (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Science, Bengaluru, for the year 2020-2021.
- (25) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (24) above.)

[Placed in Library, See No. LT 6601/17/22]

- (26) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Science Education and Research, Berhampur, for the year 2020-2021, alongwith Audited Accounts.
 - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Science Education and Research, Berhampur, for the year 2020-2021.
- (27) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (26) above.

[Placed in Library, See No. LT 6602/17/22]

- (28) (i) A copy of the Annual Report (Hindi and English versions) of the North-Eastern Hill University, Shillong, for the year 2020-2021.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the North-Eastern Hill University, Shillong, for the year 2020-2021.

- (29) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (28) above.

[Placed in Library, See No. LT 6603/17/22]

- (30) A copy of the Annual Accounts (Hindi and English versions) of the Central

University of Odisha, Koraput, for the year 2020-2021, together with Audit Report thereon.

- (31) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (30) above.

[Placed in Library, See No. LT 6604/17/22]

[English]

12.04 hrs

MESSAGE FROM RAJYA SABHA

SECRETARY-GENERAL: Sir, I have to report following message received from the Secretary-General of Rajya Sabha:

‘I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Tuesday, the 21st December, 2021, adopted the following Motion in regard to the Committee on Welfare of Other Backward Classes (OBCs):-

“That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate one Member from Rajya Sabha *vice* Dr. Banda Prakash, resigned from the Rajya Sabha *w.e.f.* 4th December, 2021, to associate with the Committee on Welfare of Other Backward Classes (OBCs) for the remaining period of the term of the Committee and do proceed to elect, in such manner as the Chairman may direct, one Member from among the Members of this House to serve on the said Committee.”

2. I am further to inform the Lok Sabha that in pursuance of the above Motion, Shri Jugalsinh Lokhandwala, Member, Rajya Sabha has been duly elected to the said Committee’.

12.04 ½ hrs

STANDING COMMITTEE ON CHEMICALS AND FERTILIZERS

31st to 34th Reports

[Translation]

SHRI UDAY PRATAP SINGH (HOSHANGABAD): Hon. Speaker, Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Chemicals and Fertilizers (2021-22):-

- (1) Thirty-first Report on the subject 'Availability of Medicines and Medical Devices for COVID Management' of the Ministry of Chemicals and Fertilizers (Department of Pharmaceuticals).
 - (2) Thirty-second Report on 'Demands for Grants (2022-23)' of the Ministry of Chemicals and Fertilizers (Department of Fertilizers).
 - (3) Thirty-third Report on 'Demands for Grants (2022-23)' of the Ministry of Chemicals and Fertilizers (Department of Chemicals and Petrochemicals).
 - (4) Thirty-fourth Report on 'Demands for Grants (2022-23)' of the Ministry of Chemicals and Fertilizers (Department of Pharmaceuticals).
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12.05 hrs

STANDING COMMITTEE ON COMMUNICATIONS
AND INFORMATION TECHNOLOGY

32nd to 35th Reports

DR. SHASHI THAROOR (THIRUVANANTHAPURAM): Hon. Speaker, Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Communications and Information Technology (2021-22):-

- (1) Thirty-second Report on ‘Demands for Grants (2022-23)’ relating to the Ministry of Communications (Department of Telecommunications).
 - (2) Thirty-third Report on ‘Demands for Grants (2022-23)’ relating to the Ministry of Communications (Department of Posts).
 - (3) Thirty-fourth Report on ‘Demands for Grants (2022-23)’ relating to the Ministry of Information and Broadcasting.
 - (4) Thirty-fifth Report on ‘Demands for Grants (2022-23)’ relating to the Ministry of Electronics and Information Technology.
-

12.05 ½ hrs

STANDING COMMITTEE ON INDUSTRY

315th and 316th Reports

SHRI MOHANBHAI KUNDARIYA (RAJKOT): Hon. Speaker, Sir, I beg to lay on the table the following Reports (Hindi and English versions) of the Standing Committee on Industry:-

- (1) 315th Report on Demands for Grants (2022-23) pertaining to the Ministry of Micro, Small and Medium Enterprises.
- (2) 316th Report on Demands for Grants (2022-23) pertaining to the Ministry of Heavy Industries.

12.06 hrs

MATTERS UNDER RULE 377

HON. SPEAKER: Hon'ble Members, the matters under Rule 377 will be laid on the Table. The Members, whose matters have been approved under Rule 377, need to forward the same to the Table at the prescribed time.

[English]

(i) Need to expedite construction of overbridges in Akbarpur

Parliamentary Constituency, Uttar Pradesh

[Translation]

SHRI DEVENDRA SINGH 'BHOLE' (AKBARPUR): I would like to draw the attention of the Government towards the problem of accidents on a daily basis and severe traffic jams due to the inordinate delay in the construction of already proposed flyover in Ghatampur and Sachendi in Kanpur City district under my Parliamentary Constituency. It may be noted that problem of traffic jams is being experienced on a daily basis on the Kanpur-Sagar route on National Highway-86 falling in Ghatampur Assembly Constituency under my Parliamentary Constituency

Akbarpur (Uttar Pradesh) due to large volume of traffic of heavy vehicles, ambulances and private vehicles. The seriously ill patients as well as the local people and commuters have to deal with the problem of traffic jams and have to wait for hours. On my request, the Ministry of Road Transport and Highways had sanctioned the construction of over bridges at Ghatampur crossing (km 7.430 to km 130.100) and at Sachendi (km 454.500). The foundation stone for the said two bridges was laid by the Local Representatives and me on 01.03.2019. There is resentment among the local people due to the delay in construction of the said bridges. Information was sought from the National Highways Authority of India (NHAI) and the local administration officials who cited the extension of main drainage of the Nagar Palika Ghatampur and non-shifting of pipe line as the reasons for the delay. Regarding the Sachendi bridge, the delay in approval of the estimate by the NHAI was informed as the reason for not taking up the construction work. A meeting was convened with the NHAI, Public Works Department, Jal Nigam, officials of the traffic department and the local administration for resolution of the above mentioned problems, still no action is being taken regarding the construction of the said bridges.

Hence, the Hon'ble Minister is requested to issue necessary orders/ directions to the concerned officials for expeditious construction and resolution of the obstacles being encountered in the construction of both of the said important and pre-proposed over bridges.

(ii) Need to free Hindu temples from Government control

SHRI GOPAL SHETTY (MUMBAI NORTH): There is no state religion as per our Constitution. The State shall treat all religions and their followers equally and shall honour their rights regarding liberty of religion, faith and worship without any interference.

But, today, there is a sense of large-scale legitimate complaint and discrimination among Hindus that despite constitutional provisions and judicial

decisions, Hindu temples, religious and charitable institutions are being taken over by the secular Government generally citing misgovernance, mismanagement, etc., while the administration of mosques and churches of the minority communities is left exclusively in the hands of the said communities. Article 26 confers equal rights to all sections of citizens. The Hindu citizens of the country also feel that with such regulatory interference, the Hindu religious centres are being robbed. The large scale misappropriation of the temple income and property and the tendency of the state to orient it for its secular purpose are the main factors for majority of Hindu Temples, their Pandits and families being poverty stricken. Therefore, I request that keeping in mind the sentiments of the Hindu citizens of the country, appropriate steps should be taken to remove Government control from all Hindu temples in the country.

(iii) Regarding withdrawal of land allocated to Delhi Government by DDA under various schemes due to its non-utilisation

SHRI MANOJ TIWARI (NORTH EAST DELHI): Under Rule 377, I would like to draw the attention of the Central Government to the vacant government lands in my constituency which DDA had given to the Government of Delhi for various schemes. But by not using them for the intended schemes on time, they are allegedly either being misused or are being encroached upon by the alleged land mafia one by one while, our Parliamentary Constituency, which is most backward in terms of development, needs the said land parcels for many such schemes. There are many land parcels belonging to Gram Sabha which have also been returned by the Government of Delhi to DDA, while there are still a large number of land parcels which have neither been returned by the Government of Delhi to DDA nor have they been used in a stipulated time line for any scheme. About 20 acres of land behind Mandoli jail, about 10 acres of land near Gagan Cinema, and about 10 acres of land near Khajuri Chowk are big examples, while dozens of other such plots are lying vacant which are neither being used by the Government of Delhi, nor returned to DDA. I would like to request the Union Government to reclaim all such public lands

from the Government of Delhi so as to utilise them for the development schemes of the area and to protect the precious land assets from grabbing by the alleged land mafia.

(iv) Regarding strengthening of infrastructure for medical education in the country

SHRI VIVEK NARAYAN SHEJWALKAR (GWALIOR): The Operation Ganga, carried out under the guidance of hon. Prime Minister, Shri Narendra Modi for immediate rescue of the Indian stranded in Ukraine is a matter of honour for all of us. It built up confidence across the country that the Government of India and the hon. Prime Minister would be saviour in case of crises. I am thankful to all the institutions and their employees who were the part of this operation.

Most of the Indian rescued from the Ukraine are medical students who went there to pursue medical education. Is the Government of India considering to strengthen the infrastructure for medical education in India so that the youths of India are not compelled to go to other countries to pursue medical education. They should be enabled to do so in the country itself and to serve the suffering humanity.

(V) Need to provide uniform financial assistance for construction of houses in rural and urban areas under Pradhan Mantri Awas Yojana

DR. DHAL SINGH BISEN (BALAGHAT): The Government provides Rs. 2.5 Lakh in urban areas and Rs. 1.5 Lakh in rural areas for construction of houses meant for people in rural and urban areas respectively under the Pradhan Mantri Awas Yojana. The construction materials like iron, cement, sand and stone chips etc have to fetch from distant places and the higher cost of transportation increases the cost of the construction material. Sand, stone chips and Murrum etc. are also transported from other places to urban areas, so the prices of these items get increased and material become costly in urban areas. Besides, labour and shuttering materials are

not available in urban areas and these are supplied from rural areas. Thus, the construction cost of a house in urban areas and rural areas is almost same. There has been sudden surge in prices of iron and cement during the last 3-4 months which have resulted in rise in construction cost. The construction of a house by a poor and middle class family is becoming more and more difficult due to sharp increase in cost. So I request to bring uniformity in the assistance being given for construction of houses under the Pradhan Mantri Awas Yojana in rural and urban areas.

(vi) Need to make provision for Anganwadi centres and schools for children of migrant labourers in the vicinity of their work place particularly in Uttar Pradesh

SHRI CHUNNI LAL SAHU(MAHASAMUND): Millions of workers from Chhattisgarh migrate to Uttar Pradesh and other states of the country to work in brick-kilns. The children ranging from new born to school going children of 8-10 years of age also move with their parents as no guardian is left at home in native state. The labourers work in brick-kiln from November to June which is coinciding with the school time. As these children stay outside their native state, so education gets interrupted. The Children of poor parents are deprived of getting education. However, the Government is implementing the Right of Children to Free and Compulsory Education Act. Thus I request the Government that the children of the migrant workers should be admitted in nearby schools and Aganwadis in Uttar Pradesh as it is a Hindi speaking state; and they should be given *poshahar*.

[English]

(vii) Regarding recognition of aborigines of Santhal Pargana

DR. NISHIKANT DUBEY (GODDA): I refer to the matter raised under Rule 377 regarding inclusion of Khetauri, Ghatwal and others as Scheduled Tribes in

Parliament. I received a reply from Hon'ble Minister of Tribal Affairs. But, amidst all this, no development has taken place in this regard so far.

I want to place a piece of great historical record – a book titled: "The Little World of an Indian District Officer", written by R.Carstairs and published by Macmillan & Co., London in 1912. In this book, there is a detailed historical record of the fact that the Santhal Pargana was created and named in 1855, and thus was the youngest of the Bengal districts. The writer provides a wonderful account and description of the Ghatwals (guardians of the passes) and the Khetowrie (Khetauri) and how at the time of the Permanent settlement in 1790, every part of the territory was occupied. This details that at the time of the Permanent Settlement there was not a single Sonthal in the whole of this area. "Bhunyas, Khetowries, Hindoos, Mahomedans, Highlanders – yes, but Sonthals, no". It is a fact that when these findings were recorded and when the book in question was published, the, dispensation of Scheduled Castes and Tribes did not exist in the context of what it means administratively today.

Thus the aborigines of the region are the ones who are deprived of their rightful status and their claim to be recognized as Scheduled Tribes.

[Translation]

(viii) Need to include ancient pilgrim centres in Solapur district and its adjoining areas under PRASAD scheme

DR. JAI SIDHESHWAR SHIVACHARYA SWAMIJI (SOLAPUR): The Ministry of Tourism launched 'National Mission on Pilgrimage Rejuvenation and Spiritual Heritage Augmentation Drive (PRASHAD)' in the 2014-15 with the objective of holistic development of identified pilgrimage sites. The name of the scheme was changed from PRASAD to "National Mission on Pilgrimage Rejuvenation and Spiritual Heritage Augmentation Drive (PRASHAD)" in October 2017. Under it, the Ministry of Tourism provides Central Financial Assistance (CFA) to State Governments for

promoting tourism at identified sites. There are many ancient pilgrimage sites like Swami Ramthirtha's Akkalkot, Pandharpura, haidra and Solapur in my Parliamentary Constituency, Solapur,. I humbly request the Minister of Tourism to cover various ancient pilgrimage sites of Solapur and neighboring districts under the PRASAD scheme.

(ix) Need to ban mobile applications promoting online betting and gambling in the garb of fantasy gaming

SHRI RAHUL KASWAN (CHURU): Heavy surge in consumption of mobile data was noticed during the Corona period and a large section of people particularly the youths started to remain online. During this period, many gambling sites mislead the young people and add them to mobile Apps and online websites on the pretext of Fantasy gaming. Many celebrities of the country promoted and propagated these companies due to which many young minds fell into trap of these companies. Today, these youth are debt ridden and has moved into wrong direction as well as their mental condition is also deteriorating. Moving of debt-ridden youth into wrong direction is an alarming situation to all of us.

So, I request the Government to impose immediate ban on Fantasy online gambling website and mobile apps and also to take stringent actions against such companies.

(x) Need to set up a Super Speciality Cancer Hospital in Gorakhpur, Uttar Pradesh

SHRI RAVI KISHAN (GORAKHPUR): I would like to draw the attention of the Government towards the serious problem of 20 nearby districts apart from my Parliamentary Constituency, Gorakhpur. Due to unprecedented efforts made by the Union Government and the Uttar Pradesh Government in the field of healthcare, the

common public has been getting many facilities. For this, I express my gratitude to the highly revered Prime Minister and Chief Minister of U.P. alongwith the Honorable Union Health Minister. I would like to draw the attention of the Honorable Health Minister towards the increase in the number of cancer patients in my Parliamentary Constituency and other districts of Purvanchal. The outbreak of cancer disease has spread rapidly in the past years in the 20 districts around my Parliamentary Constituency, Gorakhpur,. This is a deadly disease which leads to the death of the patient due to lack of timely diagnosis and treatment and there is a great need for local level diagnosis and modernised treatment. Therefore, I request the Union Government to send a Central team to find out the reason for the huge increase in the number of cancer patients in my Parliamentary Constituency, Gorakhpur and then establish a super specialty cancer hospital with central assistance so that the patients here do not have to go to Delhi, Mumbai or other cities for diagnosis and treatment.

[English]

(xi) Regarding setting up of Rubber Research Station at Kanyakumari, Tamil Nadu

SHRI VIJAYKUMAR ALIAS VIJAY VASANTH (KANYAKUMARI): I would like to reiterate that there is no tangible improvement for developmental activities related to rubber industry in recent years from Govt. of India in Kanyakumari district. Natural rubber is one of the most important plantation crops grown in Kanyakumari District and most of the population is directly depending on rubber plantations for their livelihoods. Among the various demands, the strengthening of a full-fledged Rubber Research Centre takes the topmost priority. In this regard, it is understood that from the district authorities and the concerned officials in the State Government that a series of efforts have been made in the recent past. Based on the request from the Rubber Board, an extent of around 166 ha has been identified in

Velimalai village of the district. The identified land has been offered to the Rubber Board for a minimal annual lease amount of Rs. 10 lakhs. However, the Rubber Board has kept the matter pending for want of approval of the recurring expenditure of Rs. 10 lakhs being the lease amount for the proposed land. I urge upon the Union Government to issue the necessary direction to setup Rubber Research Station at Kanyakumari at the earliest.

(xii) Regarding regulation of App Stores of Technology Companies

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): Play Store by Google and App Store by Apple have created single-app marketplaces which put them in an unfair advantage over Indian app developers. Their policies state as follows:-

1. All in-app purchases be routed through their respective stores
2. 30% commission must be paid to Google and Apple for all purchases. These policies are anti-innovation and uncompetitive. They reduce the profitability of app developers and create barriers for the entry of startups. Considering the importance of Aatmanirbhar Bharat and Make in India, we must ensure that the indigenous digital ecosystem can suitably develop.

I request the Ministry of Electronics and Information Technology to regulate these BigTech companies by taking the following measures:-

1. Capping the commission fees that can be charged by them from app developers at 10%.
2. Allowing app developers to direct consumers to payment portals of their choice instead of mandatorily using the companies’.

**(xiii) Regarding construction of railway overbridge in Bardhaman Purba,
Parliamentary Constituency, West Bengal**

SHRI SUNIL KUMAR MONDAL (BARDHAMAN PURBA): I want to draw the kind attention of the Minister of Railways towards railway overbridge at Memari, Masagarm Kalna & Katwa, under the Eastern Railway, in West Bengal under my constituency. A large no. of people like farmers, students, daily passengers and others regularly pass through the crossing of G.T Road and railway station in my constituency. As result of that since long, the general public and passengers of those areas are facing accidents and other problems in their everyday life. In this connection, a railway overbridge is much needed at the crossing of G.T Road and railway station under my constituency. I have also submitted an early petition in this regard but still no action has been taken by the government. Further I say that inspection work has been done but the construction work has not yet started so I earnestly urge to look into the matter and take needful action at the earliest and kindly intimate me that when the construction work will be started. I have submitted my prayer several times but still no corrective steps have been taken.

So, I therefore, request the Minister to take up immediate and necessary step regarding this issue.

**(xiv) Regarding inclusion of district of Gopalganj under Shyama Prasad
Mukherjee Rurban Mission**

DR. ALOK KUMAR SUMAN (GOPALGANJ): Ever since the establishment of Republic of India, various governments have put in incredible efforts to address the numerous challenges that scourge the development of rural areas of Gopalganj district of Bihar. Despite this, there is a need for a successful scheme that addresses all the development challenges in a holistic manner. In this regard, Shyama Prasad Mukherjee Rurban Mission (National Rurban Mission) focus on implementations

which can be broadly categorized as basic civic amenities, economic, social and digital amenities is notable. Strengthening economic activities is one of the key priorities in cluster development.

My Parliamentary Constituency, district Gopalganj of Bihar is lacking in basic amenities and there is a need to fulfill rural development goal by improving the living conditions of those who matter the most-the residents of rural areas. The Shyama Prasad Mukherji Rurban Mission (SPMRM) will certainly augment development of rural areas like district Gopalganj of Bihar by providing of economic, social and physical infrastructure facilities. I request the Hon'ble Minister of Rural Development to include district Gopalganj of Bihar under the Shyama Prasad Mukherji Rurban Mission.

[Translation]

(xv) Need to take necessary measures to extend the benefit of Pradhan Mantri Awas Yojana to eligible people in Shrawasti Parliamentary Constituency, Uttar Pradesh

SHRI RAMSHIROMANI VERMA (SHRAWASTI): The condition of extremely backward districts under Pradhan Mantri Awas Yojana-Gramin is very bad. The eligible poor people who should get houses under Pradhan Mantri Awas Yojana-Gramin are not getting the same. Even today they are compelled to live under thatched roofs. I demand from the Honorable Rural Development Minister that a comprehensive survey should be conducted in my Parliamentary Constituency, Shrawasti Balrampur which is an extremely backward district so that all the poor eligible people can get the benefit of the Pradhan Mantri Awas Yojana-Gramin.

[English]

(xvi) Regarding problems of Indian students studying medicine in Ukraine

SHRI E. T. MOHAMMED BASHEER (PONNANI): Hundreds of students who were undergoing studies in the higher education mainly in the medical stream have returned to India due to the war in Ukraine. Now their studies and future plan have been jeopardized because of such an unexpected situation. The Government of India should use their diplomatic relation with Russia and Ukraine to address the complicated problem in the best interest of the students from different parts of the country.

(xvii) Regarding completion of work pertaining to National Waterway-4 in Tamil Nadu

DR. KALANIDHI VEERASWAMY (CHENNAI NORTH): National Waterway 4 (NW-4) is a 1,095 kilometres (680 Miles) long waterway in India. It has been declared as an Indian National Waterway. It connects the Indian states of Telangana, Andhra Pradesh, Tamil Nadu, and the union territory of Puducherry. The NW-4 runs along the Coromandal Coast through Kakinada, Eluru, Commanur, Buckingham Canals and also through part of Krishna and Godavari rivers in South India. It was declared a National Waterway on 24 November 2008 under the Provisions of National Waterways Bill, 2006. It is to be developed by the Inland Waterways Authority of India (IWAI) and was scheduled for completion by 2013. Though the project of NW-4 was declared in 2008 but work in Tamil Nadu is yet to be started.

I request to do the needful for commencement of proposed work of NW-4 in Tamil Nadu at the earliest.

12.06 ½ hrs

UNION BUDGET (2022-2023) – DEMANDS FOR GRANTS

Ministry of Road Transport and Highways...Contd.

HON. SPEAKER: Item Number-12, Shri Margani Bharat.

SHRI MARGANI BHARAT (RAJAHMUNDRY): Hon. Speaker, Sir, thank you very much for giving me the opportunity to initiate the discussion on the Demands for Grants for the Ministry of Road Transport.

At the outset, I would like to thank the hon. Minister for Road Transport, Shri Nitin Gadkari ji for considering the State of Andhra Pradesh as one of the

progressive States. I am grateful for the opportunity to speak in this House on the Demands for Grants for the Ministry of Road and Transport and Highways which is led by one of the efficient Ministers of this Government.

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, the Cabinet Minister is not present in the House. Actually, we would like to congratulate him.

[Translation]

HON.SPEAKER : Respected Members, please do not talk with each other. Kindly be seated.

... *(Interruptions)*

HON.SPEAKER: The Minister of State is present in the House.

... *(Interruptions)*

HON.SPEAKER: Hon. Union Minister Shri Gadkari Ji is coming from the Rajya Sabha just now.

[English]

SHRI MARGANI BHARAT: The hon. Minister executes each and every project with meticulous planning and passion. I take this opportunity to express my gratitude to him. Last month, the hon. Minister, Shri Gadkari ji happened to visit my State of Andhra Pradesh where he inaugurated a project worth Rs. 20,000 crore. On behalf of my pragmatic Chief Minister, Shri Y. S. Jaganmohan Reddy ji and my people of Andhra Pradesh, I express my thankfulness to this Government.

12.07 hrs

(Shri N. K. Premachandran *in the Chair*)

Sir, as the hon. Minister would know, the State of Andhra Pradesh has the second largest coastline. As the State borders such a long coastline, it is prone to natural calamities like floods and cyclone.

Owing to floods and cyclones, the roads often get devastated. So, through you, I would like to request the hon. Minister to grant financial aid to my State to overcome this problem.

With regard to my constituency, I would like to bring a few points to the notice of the hon. Minister. One of such points is with regard to the poor and shabby maintenance of roads by contractors. My city, Rajahmendravaram which is located on the National Highway and is extended beyond 5 kilometres of the National Highway, has a population of around half a million according to 2011 census. During the tenure of the last Government, construction of a few flyovers in the area was sanctioned. It was done perhaps in the year 2018. But due to some technical issues, the construction work of those flyovers has been delayed. I would like to know, through you, from the hon. Minister why the work of the construction of these flyovers has been delayed. I would like to name a junction, it is known as 'Death Junction', called the Morampuri junction. I would like to put this on record. There are a number of potholes in the area and for this we demanded a flyover in that junction. When the East Godavari district got bifurcated, Rajahmundry became an urban district. Around 90 accidents took place in this area during 2018 in which 29 people died, and about 109 people were injured.

In 2019, 119 people were killed. There were around 42 deaths and 121 people were seriously injured. In 2020, there were 116 accidents, which took place, 36 people were killed, and 115 people were injured. The list goes on like this as per the records of the Traffic Police Department.

I would like to read out the names of the junctions where the National Highway passes through the Rajahmundry city limits. One is Rajanagaram Junction. I would like to place on record about these junctions because these junctions require fly-overs, centre divider lightings and also service roads along with high mast lightings. I would like to read out the junctions. They are Rajanagaram Junction, Dewancheruvu Junction, Lalacheruvu Junction, Morumpudi Junction, ONGC Junction, Bommuru Junction, Vemagiri Junction, Horlicks Factory Junction and

Kadiyapulanka Junction, Burrilanka Junction and Pottilanka Junction. These accidents had taken place at these junctions.

I would like to request the hon. Minister to be magnanimous and sanction the fly-overs wherever they are required. In the last couple of months, I happened to meet the hon. Minister when he considered the Rajmahendravaram project and sanctioned a by-pass road. Due to some technical issues, the works have not taken place as yet. I request through you, Sir, to expedite the works immediately.

Also, the laying of the roads should be taken up as the highest priority. It plays a pivotal role in the growth trajectory of our country. At the same time, the road safety measures should be taken up on a double priority by this Government as the road safety measures are not up to the mark. When you happen to see the death toll and the accident rate, you can find that almost eleven per cent of the world accidents are happening in our country. So, the Government should seriously think on the road safety measures and at the same time, the Government has to look into the standards of the vehicles, and see whether the Motor Vehicles Act of 2019, which was passed in this House, is being implemented properly or not. The Government has to monitor its implementation continuously.

My main point is, the number of roads has apparently increased in the past decade. At the same time, the number of vehicles has also increased beyond the number of roads. When it comes to violation of rules, let me put one thing on record for the sake of the youths of our country. We are all educated and many of us, in a hurry to reach our respective destinations, violate traffic rules. Stringent laws have to be formulated by the Government of India and the Ministry to curtail the accident rate.

I have one suggestion to make here. The insurance premium may be linked with the traffic violations. The insurance premium should be much higher for several traffic violations and, for lesser traffic violations; the insurance premium shall be incentivised. Why can the Government not plan it in such a way? On the other hand, there are some officers; I do not want to take their names, who are below

the standard. I mentioned right now in this House about the dreadful junctions and the accidents happening there. Who is responsible for those accidents and who is responsible for the people who are killed brutally in the road accidents?

It was sanctioned in 2018. Till now, it has not been started. Who will take the responsibility for this?

Sir, I want to state that laying of roads is not difficult, but maintenance of roads and taking road safety measures with minimum revenue expenditure with minimum accident rates is something challenging. So, I would like to request the hon. Minister to focus on this area.

I would like to make some points. I wholeheartedly congratulate the Ministry for getting the highest allocation of the Budget. It is an increase of 22 to 23 per cent with Rs.68,000 crore hike in absolute terms. The capital expenditure is around Rs.1,87,000 crore and the revenue expenditure is around Rs.11,000 and odd crore, which is quite welcoming.

Sir, the hon. Finance Minister, in her Budget speech, also mentioned about the innovative idea called 'Pradhan Mantri Gati Shakti Master Plan' for rapid movement of people and goods. It was announced that around Rs.25,000 crore are being invested with innovative ideas. I would like to know how we are going to mobilise this money, as the hon. Minister mentioned in her speech. The House would also like to know about the innovative methods and how the Government would raise the money for the Pradhan Mantri Gati Shakti Master Plan.

I would like to give one suggestion. Why is the Government not planning to construct solar panels in the middle of the highways, especially on the dividers? As the country has long stretches of national highways and roads, why can the Government not plan for the solar panels in the middle of the roads so that renewable energy can be produced?

HON. CHAIRPERSON: Hon. Minister, he is making so many suggestions.

SHRI MARGANI BHARAT: Sir, NITI Aayog has mentioned that by the year 2023, three-wheeler electric vehicles will play a major role in the transport system and also two-wheeler electric vehicles by the year 2025.

From where will the energy and power come? Our major power is generated from burning of the fossil fuels, especially thermal energy. We need to think about renewable energy. So, the suggestion of laying solar panels in the middle of the roads will make a major impact. Unless and until we think about producing electricity from renewable energy, planning for implementation of electrical vehicles will be very challenging.

HON. CHAIRPERSON: Now, please conclude.

SHRI MARGANI BHARAT: Sir, please give me two more minutes. I have many things to say.

Sir, why have the funds been restricted for States in respect of construction of roads in the States? As we all know, in the year 2017-18, the Government of India allocated about Rs.800 crore for the roads in the States. But we have been restricted to Rs.250 crore in this year's Budget. We should not forget that the Government of India collects cess of about Rs.33 per litre on petrol and diesel for road infrastructure but it is not being distributed to the States. So, I would request the hon. Minister to distribute the funds and also give more financial aid to the States according to the cooperative federalism ... (*Interruptions*) Sir, please give me two more minutes.

Sir, when it comes to network of roads, India has the second largest road network in the world with a road network of around 64 lakh kilometres.

HON. CHAIRPERSON: That is all on record. Now, you put your bullet points.

SHRI MARGANI BHARAT: Sir, kindly give me two minutes more.

India is placed after the United States of America with regard to networking of roads. Indian road network includes 1.30 lakh kilometres of National Highways and 1.80 lakh kilometres of State Highways. Under the dynamic leadership of the Prime Minister, we will certainly reach the top position in the world with regard to road network.

HON. CHAIRPERSON: Now, I am calling the next speaker, Shri S.T. Hasan. Please conclude.

SHRI MARGANI BHARAT: Sir, I will conclude in two minutes. Please allow me.

HON. CHAIRPERSON: You have already taken more than 20 minutes.

SHRI MARGANI BHARAT: Sir, as we all know Shri Nitin Gadkari is the best person to know about our road system than anyone in our country.

Sir, now, I would like to mention some issues relating to my State.

HON. CHAIRPERSON: You have already spoken about your constituency, State and mentioned general points also. Please conclude now.

SHRI MARGANI BHARAT: Sir, NH 516E has been declared as Green National Highway Corridor which falls in my constituency. I would like to know the progress of rehabilitation and resettlement and the steps taken to release the money for this purpose.

Sir, Schedule 13 of the Andhra Pradesh Reorganisation Act mandates to construct a rapid road from Amaravati to Hyderabad and connect important cities in Telangana. I want to know what is the progress regarding this work. Then, 33 ROBs and RUBs are going to be constructed under Setu Bharatam in Andhra Pradesh. I request the Minister to give the details of this project.

Sir, Bhogapuram six-lane road reduces the distance to Visakhapatnam Port and it benefits even Chhattisgarh and Odisha. The work of this highway may be expedited. The Government of India has also proposed an airport at Bhogapuram.

HON. CHAIRPERSON: Now, please conclude.

SHRI MARGANI BHARAT: Sir, there are more than 450 black spots which have been identified in Andhra Pradesh. There is a proposal to construct a Greenfield Highway to connect Krishnapatnam Port at an estimated cost of Rs. 462 crore and also to construct a highway from Nellore to Krishnapatnam Port at an estimated cost of Rs. 360 crore. I want to know what is the present status of the construction of these roads and whether there is any cost and time overrun relating to these projects.

Sir, the Asian Development Bank has approved a Rs. 3,500 crore loan to develop Visakhapatnam-Chennai corridor. I would like to know the status of this work.

HON. CHAIRPERSON: Now, Shri S.T. Hasan will speak. Please take your seat.

[Translaiton]

DR. S.T. HASAN (MORADABAD): Sir, I thank you for giving me this opportunity to speak on the Demands for Grants of the Ministry of Road Transport and Highways.

Sir, through you, I want to tell some important concerns to the Minister and the Government. Hon. Minister, a very important Highway links Delhi to Lucknow, I think it has been 25 years since its construction started but till date it has not been completed. This is a very important Highway. Even today work at 6-7 places along this Highway is not being carried out and huge traffic jams takes place. An Expressway has been built till Meerut but there are many problems ahead of Meerut. Hon. Minister, there is a problem especially at Katra, where the overbridge has not been built on the outskirts of Shahjahanpur and there is a traffic jam of about one hour to two hours every time. I request you to take this important highway on priority and construct it as soon as possible.

I want to tell you about another highway. Hon.Minister, in my Constituency there is an area known as Badapur.It is a big town, a road passes through it. This road further goes to Kotdwar and from Kotdwar to Badrinath and Kedarnath Dham. You will be surprised to know that in the middle of that stretch, it is only nine and a half feet or ten feet at some places. If two vehicles come face to face then there is a traffic jam. I request you that it is very necessary to build a bypass at this Badapur town. This is a short route to Badrinath and Kedarnath Dham and it will also help all the devotees to reach their destination very soon and visit the temple.

Hon. Minister, a highway goes from Moradabad to Garhwal via Kashipur. On the upward side of this highway is the world famous park, Jim Corbett National

Park, which attracts tourists from all over the world. The condition of road from Moradabad to Kashipur has become so bad that one cannot drive on it at a speed of more than 20 or 30 kms/hr. What will be its impression on the foreign tourists? You have sanctioned this and talked about converting it to four lanes. There is a very narrow bridge in the middle, on which traffic passes from one side only. There is a long traffic jam there also . You have accorded sanction for the four lane but due to some unknown reasons that work is not being done ahead. I request you to get this work done on priority so that the foreign tourists who come here can easily visit Jim Corbett National Park and also visit Ranikhet etc. It is a very important Highway and is in very bad condition. I have these three demands from you. I understand that you will resolve them as soon as possible by taking them on priority.

[English]

HON. CHAIRPERSON: Those Members, who would like to lay their written speeches on the Table of the House, may do so. The hon. Speaker has allowed hon. Members to lay the written speeches on the Table of the House and it will form part of the record.

Yes, Mr. Tatkare, please

SHRI SUNIL DATTATRAY TATKARE (RAIGAD): Sir, there are a lot of expectations from the Konkan people. There are many demands, which are pending since a long time. There is one Mumbai-Goa Highway especially from Panvel to Parorasapattu Panji Goa. The first part was up to Indapur. For the last eight to ten years, the work is in progress, but unfortunately, the bituminous road got damaged due to heavy rains in the Konkan. So, this bituminous road gets damaged every year.

So, I would urge upon hon. Gadkari-ji to instruct the concerned authorities concerned for making this as a concrete road. In the presence of Mr. Sharad Pawar-ji, I have been urging the hon. Minister. For the last 12 years we have been waiting for this project to be completed, especially for the benefit of the Konkan. Then,

Raigarh-Ratnagiri-Sindudurga highways going up to Goa should be taken up on priority basis to run properly.

Sir, another road is from Indapur to Mahad. In Mahad, there were a lot of floods that took place. Because of all this, huge waterlogging is there. Old Savitri Bridge is not dismantled. It was damaged further. Heavy floods in Malad area, happened. So, I would urge the hon. Minister to look into all these roadways and take corrective action.

Similarly, in Kolhapur, there is an underpass where a 33-foot road is being constructed and people are getting harassed. So, that work should also be attended to.

Another road that I would like to mention is this. The Raigad Fort is the Capital of Shri Chhatrapati Shivaji Maharaj Empire. Hence it is requested to make National Highway NH-166 F going towards the Raigad Fort as a historical path by considering beautification point, historical sign boards, monuments showing history of Shri Chhatrapati Shivaji Maharaj and the importance of the Raigad Fort.

I would request to provide beautification spots at entry point and at exit point of Tunnel in Kashedi Ghat on NH-66. It is also very important.

Now, I come to the most important point. When I became a Member of this House, since then I have been raising it. Please provide VUP at Awashi Gunade near Lote MIDC Area. About 35,000 workers are working in the Lote MIDC Area. About 15 to 20 villages are there in the Ghungshi area.

I had asked for it many a time. I had raised it even in the Estimates Committee meeting to sanction the particular portion therein. One National Highway was announced from Varkala To Alibaug In my Raigad district. But that has not yet been considered yet. But that is the most impotent demand.

There is one road passing through my district and that is Murbat-Karjat-Khopoli. About 80 per cent of the work is completed. Heavy loaded vehicles are travelling along there. Sixty to seventy years' old bridges are there. They need immediate attention. When they would collapse, I do not know. But one sad incident

had already happened near Savitri river about four years ago. Similar accident can happen here also. So, I would like to urge the hon. Minister to get these bridges also to be completed so that no further accidents happen in my district. Two National Highways have been announced by the Central Government.

The construction of two national highways has been announced by the Central Government. Around 80 per cent work has been completed. In my parliamentary constituency, there are roads connecting Wakan to Khopoli, Parli and Pedli. Both the villages require a bypass. So, those bypasses should also be approved in the second phase. There is another road, which connects Pune to Dighi. That is a port area. Pune is also an educational hub in Maharashtra. So, two bypasses are required near Manegaon and Indapur also. That should also be considered. That should be done on a priority basis. That is what I am requesting.

I would also like to request one more thing. This is regarding the road from Panvel to Indapur. I am staying over there. Thousands of people are going to the Konkan region, especially, to Goa but during heavy rains they face a lot of problem. So, that road is also very important. Another road is from JNPT, which is one of the first ports which is giving maximum revenue to the Government of India. A lot of traffic is there near that port. That road also needs to be repaired.

I would like to request the hon. Minister through this august House to do all these things. Hon. Minister, Shri Gadkari ji is from Maharashtra. I know him for the last so many years. I worked with him as an MLA. When I was the Minister in the State, Gadkari ji was also the National President of BJP. So many things we have done with the support of each other. I would like to request him to look after the Konkan Highway.

Thank you very much, Sir.

***DR. MOHAMMAD JAWED (KISHANGANJ):** Thanks for this opportunity to participate in the discussion on the Demand for grants under the Control of the Ministry of Road Transport and Highways (MORTH) for 2022-23.

As per the information on NHA website on expressways in India, the share of Bihar is almost negligible in comparison to states like Gujarat, UP, Maharashtra, etc.

The presence of expressways and green highways are instrumental and of paramount importance in the growth of any region or state.

Keeping the above figures in mind, I would like to request that the following national highway with the stated length in KMS be upgraded to super expressways with 6-8 lanes in Bihar, to bring Bihar at par with the rest of the country.

NH-31 (393 KMS),

NH-57 (310 KMS) - This road may kindly be extended from Araria to Galgalia; West Bengal border via Bahardurganj and Thakurganj; and be extended from Araria to Kishanganj via Bahadurganj,

NH-28 (259 KMS),

NH-28A (68 KMS),

NH-28B (121 KMS),

NH-30 (230 KMS),

NH-30A (65 KMS),

NH-80 (200 KMS),

NH-81 (45 KMS) - Kora may kindly be connected with Baisi (NH-31),

NH-83 (130 KMS) and

NH-117 (145 KMS).

Bihar is a popular destination for spiritual tourism attracting tourists from all around the world. To provide easy access to these important places of worship and tourism, they need to be developed and be connected with express highways to provide much needed tourism and with it, generate jobs for the people of Bihar.

I would therefore kindly request that the following destinations be interconnected by super highways:

Patna Sahib, Bodh Gaya, Sasaram, Maner, Nalanda, Rajgir, Vaishali, Vikramshala, Bhagalpur, Munger, Rajnagar, Pawapuri, Janki Temple, Sitamari, Kesaria Stupa, East Champaran and Baxar Fort, Baxar.

All districts' headquarters and important cities and towns in Bihar also be connected by these Express-highways. There is a need to make By-passes along these routes to avoid traffic jams, and to save time and fuel.

National Highway Trauma Centers - NHAI has mandated a trauma center in highways, in Kishanganj, a hospital has been turned into a trauma center, which is not specialized to treat, therefore, NHAI guidelines must be strictly followed and trauma centers built.

The PM under the Gati Shakti Program has promised a five-year plan to transform Bihar, however no details regarding logistics and details of the scheme have been provided, more transparency regarding the scheme must be given so that policy makers and analyst can study the impact of funds disbursed and funds utilized.

In order to develop the transit and passage system in Bihar, a by-pass for Kishanganj town along with by-passes for other towns and cities of Bihar are essential.

Flyovers at Dagarwa, Baisi, Kishanganj on NH-31 to Ruidhara Maidan, Kishanganj on NH-31 to Tegaria in Bihar are imperative for developing connectivity in Bihar. Furthermore, flyovers in Panjipara, Dhantola in West Bengal are also required to ensure fast connectivity between the regions.

The toll plazas on NH-31 from Purnia in Bihar and Siliguri in West Bengal (one at Dagarwa, one near Dalkhola, and one near Bidhan Nagar in West Bengal) are inadequately managed and lack the access to basic and necessary public amenities. The toll plazas are under staffed and have less than required lanes leading to extreme traffic congestion and making the experience troublesome.

The construction of flyovers and drainage underway in Kishanganj on NH-31 is not up to the standards of NH (National Highways). There have been multiple complaints on behalf of the people of Kishanganj and there has been no action to remediate the current situation so far that has led to much traffic jams and accidents.

Henceforth, the Hon'ble Minister should direct their officials for a high-level inquiry and take necessary steps to rectify the problems by devising remedial measures with urgency to mitigate the sufferings of the people of Bihar.

***SHRI K. SUBBARAYAN (TIRUPPUR):** The National Highway NH-544 proceeds through the western Tamil Nadu towns like Coimbatore, Pollachi, Udumalai, Tirupur, Erode, Bhavani, Salem to reach Bengaluru. There is a diversion from Bhavani via Mettur Dam which connects the main highway at Thoppur covering a distance of around 80-85 kilometres. This reduces a distance of 25 kilometres compared to taking detour via Salem to reach Thoppur on the highway. As such, drivers are preferring this timesaving route and due to this we have very heavy traffic on this state highway for the last few years.

An effort was made three years ago in 2018 to bring this stretch under the control of National Highway Authority of India (NHAI) in consultation with State Government of Tamil Nadu. It was proposed at that time to widen the road into four lanes from the existing width of 7 meters to ease the traffic.

But as there was no action from NHAI the proposal was left out in the cold and the above road stretch was again brought under State Highway again and it still remains with the state administration.

As owners of trucks and others who use this road stretch regularly have given a representation to me to make arrangements for widening the road by recognizing it as a National Highway, kindly initiate steps to declare the Thoppur-Mettur-Bhavani as the National Highway and make it wider.

The absence of mini flyovers and allowing crossing of vehicles from the adjoining service roads on the National Highway NH544 causes collisions and fatal accidents repeatedly. As this is a highway, speeding vehicles coming from each direction could not guess the sudden crossing of cars and two wheelers and drivers end up hitting the abrupt intervention of vehicles cutting across from sideways.

Lot of protest demonstrations by the people living on the adjoining areas of the highway have taken place and they are demanding formation of flyovers to avoid accidents and loss of life.

As there was no reply or possible action from the concerned Ministry with regard to my request for building mini flyovers at identified spots on this stretch, I once again give the proposal for erecting elevated flyovers at the following places:

78/400 Flyover in Perundurai-Kacnhikoil-Kavundapadi Cross Section;

79/400 flyover in Perundurai-Pethampalayam-Kavundapadi Cross Section;

80/800 Flyover in Perundurai-Thuduppathi-Makkinakombai Cross Section;

89/100 Flyover in Kolathupalayam-Vijayamangalam Cross Section.

The condition of service roads on either side is very bad and they must be properly laid with traffic control solutions.

There are about 48 Toll Plazas on the National Highways of Tamil Nadu. All the toll plazas have been contracted by the NHAI to large corporations for 18 to 30 years and about 10000 workers are employed in all these Toll Plazas. The contractors do not provide the legal rights and benefits to the workers they are entitled to. Uniform pay is not provided to the employees and the Supreme Court ruling on equal and pay for equal work also is not implemented.

Contractors like Reliance Infra, SKM Contractor & Services Pvt. Ltd., Race Project and the contractor of Samayapuram Toll Plaza in Trichy District, Tamil Nadu state abruptly and illegally refused work to several employees who have been working continuously for more than 6 to 10 years.

Keeping in view the above facts, I request the Union Government to intervene in the matter immediately and take necessary initiatives to settle all the labour disputes amicably and also ensure that the workers are again employed in all these Toll Plazas and legal rights are given to them.

[Translation]

SHRI CHANDESHWAR PRASAD (JAHANABAD): Hon. Chairperson Sir, I thank you for giving me this opportunity to participate in this discussion on the Demands for Grants under the Union Ministry of Road Transport and Highways.

Chairperson Sir, the Ministry of Highways is estimated to spend about Rs. 2 lakh crore for the financial year 2022-23. Out of this allocated amount, 67% was allocated to NHAI. After this, an allocation of 64,573 crore rupees has been made for roads and bridges. In the 'PM Gatishakti Master Plan', expansion of 25,000 km of N.H. network has been envisaged. A separate corpus fund of 20,000 crore rupees will be raised through innovative methods of funding. Its result will be definitely good. The speed of construction of National Highways in the country has set a new record of 37 km per day in the year 2020-21. All these steps are most welcome.

Hon.Chairperson Sir, our respected Gadkari ji is doing a very good job in the field of National Highways and is also making good efforts. Nitish Babu's Government in Bihar has also done commendable work in the field of roads and even *Tolas* have been connected with network there. In order to promote this work of Bihar even further, it is necessary that the Government of India should give some more financial assistance. I once again remind respected Gadkari ji that we have urged several times to construct an over-bridge over the underpass (NH 110) on the road from Jahanabad to Arwal but it is being rejected due to various reasons. I again urge that a flyover should be constructed on the existing underpass on the N.H. 110 in Jahanabad.

Hon.Chairperson Sir, Bihar has received sanction for the construction and widening of National Highways in good number through the P.M. package and other

schemes. A lot of works are being carried out there related to National Highways. Work is going on at N.H.83 and N.H.110 in my Parliamentary Constituency, Jahanabad. This is a commendable work and a green-field expressway (119D) is going to be constructed. We thank the Hon. Prime Minister and Gadkari ji on behalf of the people of entire Bihar and the people of Jahanabad parliamentary constituency for the same.

Sir, There are many things that I would like to put before you, related to concerns coming from our Parliamentary Constituency to construct National Highways on a large scale. Road accidents have emerged as a major tragedy of India. India's GDP gets reduced by 3 percent because of people killed in road accidents. Statistics show that every year about 1.5 lakh people die in road accidents.

According to the World Health Organisation, India alone accounts for 10 per cent of deaths from road accidents in the world. The number of youth is the highest among those who died, which is even more serious. 65 percent of those who die are in the age group of 18 to 35 years. This is also a sensitive matter.

Sir, despite all the steps taken, road accidents and deaths due to them could not be curbed. Lack of infrastructure in proportion to the growing population and increasing number of vehicles is a major reason for this. Alongwith this, a large number of people are dying in road accidents due to reasons like overtaking wrongly, drunken driving, jumping red light, using mobile while driving, not using helmet and seat belt. . Potholes also cause a large number of road accidents and deaths. Between 2013 and 2017, 14,926 people lost their lives due to accidents caused by potholes on the roads.

Sir, apart from this there are some other issues on which I would like to draw the attention of the Union Government. Maintaining quality at the time of construction of highways is in the interest of the country and society. There are complaints that quality control is not ensured in some NH projects. Following the Zero Tolerance Against Corruption, the Ministry of Road Transport and Highways should involve the local MPs in some way or the other. Somewhere there should be

a hold in maintaining the quality of construction of highways. It is a very sensitive matter for the State Governments to wait for funds from the Union Government even after the completion of several road projects. This also has to be taken care of because other State Governments including Bihar have limited resources. Projects can be completed quickly if they get funds on time. There is a need to pay attention to this.

Finally, I conclude by supporting the demands for grants under the Union Ministry of Road Transport and Highways and thank the Hon.Prime Minister and Hon. Minister.

[English]

***SHRI BHARTRUHARI MAHTAB (CUTTACK):** India has the second-largest road network in the world. This road network transports 64.5% of all goods in the country and 90% of India's total passenger traffic uses road network to commute. Road transportation has gradually increased over the years with improvement in connectivity between cities, towns and villages in the country. The allocation for the Ministry of Road Transport and Highways has seen a 68% increase with Rs.1,99,107.71 crore set aside for it in the Union Budget 2023. This is in line with the massive target Finance Minister has set for expanding National Highways network by 25,000 km in 2022-23. the hike of Rs. 81,006 crore for the Ministry has been almost entirely earmarked for investments in NHAI, which has seen a 133% increase from Rs.57,350 crore in last year's Budget to Rs.1,34,015 crore this year.

As on January 2022, the National Highway length in the country is 1,41,190 km which has increased by about 55% from 2014-15, when the NH length as of April 2014 was 91,287 km. One should also bear in mind that because of increased roadways, sale of automobiles and movement of freight by road is growing at a rapid rate. Highway construction in India increased at 17% CAGR between FY16-FY21.

* Speech was laid on the Table.

Despite pandemic and lockdown, India has constructed 13,298 km of highways in FY21.

So much so far the construction of National Highways. At the same time how do you rate the infrastructure for safety? I have learnt that the Union Government is working on creating a star-rating system for vehicular safety in the country while also making it mandatory for cars to have six air bags and three-point seat belts for all passengers.

Existing safety standards in India are somewhat loose, archaic and lack homogeneity. One would be shocked to learn that 1,50,000 people are killed every year in about 5,00,000 road accidents causing a loss of 3.1% of the GDP. can't we reduce road accident in a time bound manner. To achieve this there has to be taken a slew of measures, some of which would be mandated under rules, while others would be taken up from the enforcement point of view.

I would also draw the attention of the Minister towards the ban imposed by National Green Tribunal (NGT) of old petrol and diesel cars. I have read in the papers that Union Ministry of Road, Transport was against this ban. For example, Time of India dated 8th January, 2015 stated "Not Cars, dust Pollutes Delhi Most". Time of India dated April 11, 2015 stated Centre to challenge Ban on 10-15-year-old Diesel cars. India Express December 15, 2015 stated 'Scrapping 15 years Vehicles: Plan is to Phase out Buses and Trucks, Transport Experts have slammed this order. Though 7 years have passed, no corrective steps been taken to undo this Tughlaqi Firman.

I would like to offer some suggestions to answer in the court of law as to how to curb pollution in India: In U.K., USA, Canada and all European countries, one can keep a vehicle for life (even 100 years). The car should just be road worthy and should pass the regular fitness tests. This is similar our Motor Vehicle Act 1988, as amended in 2015. The vehicle's condition is seen and not the age. One can keep driving Euro I and II cars even if Euro VI and VII are the current norms. The car should just have a M.O.I certificate to prove its fitness. There are more than 4 to 5

million cars in Western Europe which are just Euro I. Private cars should simply carry a Pollution Control Certificate and should go through a fitness test after the first 10 years. For commercial trucks and buses, separate norms of fitness should be enforced as these are high mileage vehicles. If the engine reaches its full life, a new engine bought from the manufacturer should make the truck as good as new. There is no need to replace the truck. This applies to cars too. Simple Solution to this problem is to ask owners to get a fitness certificates from the manufacturer's dealer or from reputed car workshops after every three years like it is done in U.K. and Europe.

Therefore, please bring these facts in from of the Supreme Court. The banning order is just like an order from a dictator that whoever reaches an age of 55 years should go to the nearest cremation ground and stand in the queue to get cremated. Some cars are designed for a lifetime service if you maintain them lovingly.

Please get this ban lifted immediately as the Motor Vehicle Act gives the fitness centres to declare the car roadworthy, not the tribunals.

The issue of pollution vs aging for automobile needs to be sorted out. Only the polluting over mark set SD be deregistered, age time SD not be criteria. Studies in US had shown that producing a new vehicle Carbon footprint is more than its emission.

Also when there is no bar on age of human why on automobile used by him should be limited by time bar. An automobile not much on use SD be allowed to be used and blanket time not be put as new auto making cause more pollution than running. This time bar is only to enhance auto demand at cost of environment promoted by the auto lobby to boost demand.

As a technologist one can say the better optimal solution is to go by the engine pollution than by time age limit. Further the running for electric vehicle without consideration of battery scrapping in about 3 years' replacement cycle shall create a bigger scrap pollution problem that will cause land and water pollution of bigger magnitude and intensity. It is out of the frying pan into the fire.

Better solution SD be attempted and resources made available. In support of environment.

Lastly, there is extremely slow progress of works to connect major ports under the project. Even though the initially targeted date of completion of Bharatmala Pariyojana Phase - I was 2021-22, only 168 km of the port connectivity roads have been awarded while the rest of the 2105 km are in various stages of DPR preparation. My considered view is that lack of robust road connectivity to ports is one of the major bottlenecks faced by the shipping sector in India. The Ministry should take a serious look at the various factors impeding the award of these road projects and take urgent steps to iron out the same to bolster the growth of the shipping sector in the country.

***SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET):** American President JFK had said, "American roads are not good because America is rich. America is rich because American roads are good"

If we are to make India rich and a \$5 trillion economy, then India's roads and highways must be of world-class quality.

I come from a rural constituency which is a production hub for agriculture cotton, chili, paddy and cement. We supply to the consumption hubs in cities.

For the prosperity of any production hub, it is important that the produce reach the consumption hub quickly and cost efficiently.

This is possible only with good quality highways in the constituency. I welcome this year's Budget allocation for Road and Highways Ministry:

Higher Budget allocation to the Ministry at Rs 1.9 lakh crore. This is an increase of 46% compared to last year.

94% of this year's budget is capital expenditure compared to 2013-14 where only 56% was capital expenditure.

Even in FY 2021-22 Budget, there is an increase of 18% in the Revised Estimate compared to the Budgeted amount.

I thank our Hon Min, Shri Nitin Gadkariji for sanctioning National Highway status to two stretches, Kondamodu-Perecherla and Dachepalli-Macherla Road.

My request is that please ensure that the Rs 403 cr allotted is utilized completely and the project is executed within the timeline. This is going to benefit thousands of commuters, farmers, agri traders, limestone, and cement industry.

Overall, the Ministry's increased allocation and emphasis on higher capital expenditure underlines the Ministry's vision for building big roadways projects.

But we have seen gaps in implementation and timeline. The situation is such that one government plans the project, another government sanctions the project, and third government inaugurates it.

Hon'ble Minister himself knows this and has acknowledged this in the past.

I have identified three key bottlenecks here:

First, inadequate budget allocation for projects. Vijayawada-Ranchi corridor of 1,622 kms was approved in 20 and 569 km was completed in 2019. Out of the remaining, 100 km section worth 191 crore has been delayed 5 years. This year the allocation is only 2 crores. I doubt will the project be completed?

Second, when Government allocation is inadequate, the Government expects private participation. But private participation is low because they don't have confidence.

From April 2015 to January 2021, expenditure on road infrastructure was 5.7 lakh crores out of which only 20% or 1.1 lakh crore came from private sector.

Similarly, Government wants to monetize 7,000 kms of road to generate 30,000 crores. But out of the 4 TOT bundles put out for bidding, 2 were cancelled because of low bids from the private sector.

Development Finance Institution is being created to finance infrastructure and the government wants private sector to invest 2.8 lakh crores. Will that happen?

Third, delays in implementation of each project. From land acquisition to creating DPR to obtaining clearances to tender and construction, each step sees delays.

As a result, 888 projects across India of 27,665 kms worth 3.15 lakh crore are delayed. In AP, 37 projects of 1,000 kms worth 10,000 crores are delayed.

Some of these roads are: Kudapa-Mydukur-Kumool Highway 188 kms delayed for 7 years; 6 laning of Nellore-Cilikaluripet Highway — 183 kms delayed for 6 years; Tirupati -Tiruthani - Chennai Highway — 124 kms delayed for 7 years; Annapur-Amaravati — 385 kms which was notified in 2018 and Vijayawada Bypass which has been delayed for 10 years.

There was a lot of excitement among the people when these projects were announced but after many years they are still waiting for its completion.

We need to do a comprehensive study about the bottlenecks in each of these projects and find the causes nationally.

A template of potential weak areas should be created while planning for every project and the implementation should be done with these weak areas in mind.

Without this our announcements will remain empty slogans without concrete action on the ground to follow it up.

Questions and Recommendations:

- World Bank's Traffic Crash report noted that India has the highest road deaths but allocation to Road Safety has reduced by 12%, how will the number of accidents be reduced?
- Ministry projected Special Grant for Vijayawada-Ranchi Road at 25 crores but only 2 crores allocated. How will the work be done with less than 10% grant?
- Standing Committee noted that 888 projects worth 3.15 lakh crore or 27,665 kms are delayed. Of these 37 projects worth 10,000 crores or kms are delayed in Andhra Pradesh. Have the bottlenecks been identified and a timeline given?

- Government has announced monetization of kms of roads to generate 30,000 kms. However, history of monetizing TOT Bundle 2 & 4 because of lack of interest from private sector bidders. How will these 7,000 kms be monetised successfully?
- Expenditure by private sector on road infrastructure is only 20%. From 2015-16 to Jan 2021, NHAI has spent 4.6 lakh crore but private sector spent only Rs 1.1 lakh crore. With disinvestment coming in, what is being done to increase private sector investment?
- Now Development Finance Institution is being set up and government wants private investment of 2.8 lakh crores - does the private sector have the confidence to invest?
- It is commonly known that land acquisition and high prices of steel and cement are hurdles to fast implementation. Standing Committee has recommended that revenue generated from highways be shared with people whose land is acquired. What is the Minister's view on this?

Coming to AP's issues, I highlight some projects which have been delayed for many years and require your attention:

- Kudapa-Mydukur-Kurnool Highway 188 kms delayed for 7 years;
- 6 laning of Nellore-Cilikaluripet Highway 183 kms delayed for 6 years;
- Tirupati -Tiruthani - Chennai Highway 124 kms delayed for 7 years.

With this, I commend the increased allocation and hope the Minister will reply to the questions and also fast track completion of these delayed projects.

***SHRIMATI SUPRIYA SADANAND SULE (BARAMATI):** While the Government has made immense progress in building roads, the Standing Committee finds, and I am in agreement, that "the present focus of the Ministry seems to be only on the construction of new National Highways while the maintenance and safety aspects of the existing NH network in the country seems to get sidelined". This is evident from the allocation of a mere 1.24 per cent and 0.18 per cent of the overall allocation respectively, for maintenance of NHs and road safety respectively. The committee opined that the Ministry must seriously consider upgrading and reviewing its road maintenance and road safety measures and scheme, and hence, I request the same.

On the topic of maintenance, Ministry data showed that about 36,300 km of NHs is being maintained and repaired using the funds available under the head 'Maintenance and Repair (M&R) of NHS', which is about 25.71 percent of the overall 1,41,190 km NH network of the country. Additionally, data shows that the budget allocated under this head is a paltry Rs, 2,480 crore for the FY 22-23, which is only about 1.24 percent of the overall BE 2022-23 allocation. As a solution to this, one must look at "Strategy for New India @ 75'2" by NITI Aayog. It states that to improve road maintenance and safety, the Ministry must maintain NH assets by adopting a Maintenance Management System (MMS), earmark funds from the Central Road Fund (CRF) for maintenance activities, and that India should begin with earmarking 10 percent of its annual budget for road and highways for maintenance to move towards the developed country norm of earmarking 40 per cent to 50 per cent of the budget for roads and highways for maintenance. I, therefore, request that given the state of National Highways often observed around the country, it is imperative that the Ministry/NHAI may put in efforts to ensure that routine M&R activities are carried out on National Highways in a proactive manner.

As an overview for the entire Road Transport and Highways 2022-23 budget allocation, the Standing Committee observed that in addition to budgetary allocation

* Speech was laid on the Table.

being low, the funds remained underutilized for various schemes like Bharatmala Pariyojana, Maintenance of NHs among others.

An analysis of the budgetary estimates points to the gross underutilization of the funds allocated in the previous budget year. Of the funds allocated for road safety, maintenance of National Highways, research & development the Ministry was able to spend as low as 28.7% of the budget allocated in 2021-22. In view of the vast NH network and as their lack of maintenance co lead to accidents, the Ministry must increase its spending under these heads. I ensure road safety the Standing Committee recommended the NHAI to review the guidelines for the construction of roads from the project preparation stage itself. It suggested the NHAI to analyze the past data on black spots identified, to ensure there are no such accident- prone areas in the upcoming road projects.

Roads are an extremely important asset of our country. They help to keep us connected, facilitate a free flow of goods from one state to another, and are a huge part in developing our Nation. This sort of development requires a large number of funds, so it is wonderful that the amount of funds released to the NHAI has almost tripled since FY 2016-17. What's unfortunate is that while the funds have increased threefold, the length of roads constructed by NHAI has increased by only about 63 per cent during the same time period. While the cost of road construction may have increased, it is necessary for the Ministry to provide more accurate cost estimates.

One reason for the skyrocketing cost of building our highways could be the delays in road projects. Out of a total of 110 languishing NH projects, 54 projects have been completed in about 3,680 km length, 49 projects in about 4,970 km costing about Rs. 1,13,000 crore are in various stages of progress, and a whopping 68 no. of projects are delayed for a length of 1933 km costing about Rs. 13,600 crore. Delayed road projects are not only a waste of money, but also a waste of time for the commuters. Therefore, I request that the Ministry/NHAI may review the road project monitoring mechanism and strengthen the same in order to keep track on the progress of road projects at every stage and remedial measures may be taken

wherever delays are apparently noticed at the earliest. Another important example of delayed construction leading to a loss of time and money is the Bharatmala Pariyojana Phase-I.

The Bharatmala Pariyojana Phase-I, was a scheme for the up-gradation of National Highways of 34,800 kms length over a period of 5 years (2017-18 to 2021-22). This was supposed to revolutionize highways, providing connectivity like never before, and it was publicized widely. However, data from the Committee shows that only 20,632 km (59.28% of total) has been awarded while only 7,375 km (21.19% of total) has been constructed by December 2022 out of the overall target of 34,800 km. This has led to the targeted timeline for completion now being estimated at FY27 while the estimated cost of BMP Phase-I has almost doubled from Rs. 5.35 lakh crores to Rs. 10.63 lakh crores. The port connectivity projects under this scheme are also progressing at a slow pace. Since connecting the ports with roads will advance a cost-effective multimodal transport system in the country, the Centre must chalk out coordination plans to complete these port connectivity projects on priority.

Additionally, it was shown that in the Financial year 2021-22, despite having spent about 77.8 per cent of the allocation made to it at the RE Stage (till January, 2022), the Ministry had managed to achieve only about 56 per cent of its targeted award and construction length. This is against the target of 12,000km for construction in 2021-22, of which only 6,684 km has been constructed. The Ministry has of course, built an immense amount of roads over the last few years. However, I request that the Ministry provide an explanation for this undue delay.

The CAG in his 2018 report also pointed to the Transport Department's failure to comply with the safety guidelines before issuing the completion certificate for roadways construction projects. As per the concession agreement, Independent Engineer (IE) was to issue the provisional completion certificate for the project only after obtaining a safety audit report. However, the IE issued a provisional completion certificate 45 days prior to the safety audit report and the Authority paid

a bonus to the Concessionaire based on it, which led to payment of an excess bonus of '6.11 crore to the Concessionaire.

As per the World Bank report, India contributes to 11% of all road accident deaths worldwide, although it accounts for only 1% of the world's vehicles. Given these statistics, the Indian Government must focus on road safety as top priority. The Committee also recommended the construction of high quality roads with efficient drainage systems in flood-prone areas, and research on special road construction techniques to ensure their connectivity round the year.

According to the report by the Comptroller and Auditor General of India (CAG), over Rs 2.18 lakh crore collected by the Central Government as cess for specific purposes such as education, sanitation and infrastructure have either not been fully transferred to dedicated funds or remain unutilized. For example, Swachh Bharat cess, road cess, clean energy cess collected are not even transferred to their dedicated Funds. The revenue collected from all the cesses is being retained in the Consolidated Fund of India, without any transfer to their respective Fund.

Cess	Name of Fund	Short transfer of cess up to March 2018
Road Cess	Central Road Fund	Rs.72,726 crore

Commenting on the quality of the road infrastructure, the Committee noted that there is a need for a more stringent quality check mechanism in place to ensure high-quality road constructions across the country. This could include random checks on construction and material quality by NHAI, and disciplinary action against the person/ agency responsible for any discrepancy. To ensure efficient and smooth implementation of the national highway projects, the Committee recommends the Centre to fill up a large number of vacancies at NHAI. Taking into consideration the high debt servicing liability of the NHAI, the Standing Committee recommended the Government prioritize the completion of the delayed projects to prevent any further cost escalation in such projects. The Ministry may also consider restructuring its existing debt and raising long term funds.

In view of the importance of research programmes conducted by the Indian Roads Congress and their contribution to the improvement of road safety in the country, the Standing Committee recommended the Government to increase budgetary support to IRC. The Committee recommended the Ministry to target zero accidents on account of road design, construction and rectify blackspots across the country. The Committee recommended the Ministries of Road Transport and Health to work in close coordination to provide free, quality medical help to road accident victims in the golden hour, which may be funded through penalties collected for a traffic rules violation.

The Standing Committee further suggested the Ministry to develop a Road Safety score to quantify the safety of National Highways across the country, and projects may be given approval only if they score excellent on this scale. To check road accidents, the Committee recommended the signage in 3 languages (English, Hindi and regional language) at points where road traffic merges with the Highways.

Importantly, highways and roads are especially unsafe for women. As such, it is necessary for the Government to rectify this and provide for the bare minimum of safety measures. The Standing Committee report 2022-23 found that "basic safety measures such as proper signages, streetlights, highway patrol at frequent distances etc. are often found to be lacking on National Highways", despite the fact that they are of prime importance, and they are not even budget intensive. Not only would this help female travellers feel safer, especially during the nighttime, but it would also augment the road safety of all passengers. Another pressing issue that must be solved in order to improve the safety of women on national highways is the improvement of mobile networks. The Committee found that there is a total lack of mobile network connectivity for large stretches of National Highways, and this prevents not only women but any person from connecting to emergency services, accessing navigational aids, and keeping an open channel of communication. The traffic on many highways is enough of a justification for installing cell towers. To

achieve all this, more needs to be spent on women's safety. It was shown that there was a huge reduction of 80% in the BE 2022-23 allocation of Rs. 20 crores under the head, Scheme on Women Safety on Public Road Transport", as against BE 2021-22 allocation of Rs. 100 crores. Additionally, the budgetary allocation for schemes on Women safety on public road Transport have been decreasing since two financial years - 2020/21 and 2021/22. In addition to decreased allocation, the funds were left underutilized I request the Government to make our highways safer, more secure, and more accessible for our female travellers. The Committee recommended a substantial increase in allocation for women safety and ensure their optimum utilization.

A worrying statistic that has come to light, even more worrying in the wake of the unemployment crisis that has been ebbing and flowing in the country, is the massive number of vacancies in the posts of the NHAI.

For this year, against the total sanctioned strength of 1892 posts, 1158 posts have been filled-up and 734 posts are vacant. The data provided by the Committee shows that there has been a vacancy of over 40% for the last five years, meaning that NHAI, with a budgetary allocation of Rs. 134,015 crores, is still operating with only 61.2 per cent of its sanctioned strength. The Committee was worried by this and asked how NHAI will be able to do justice to its mandate with more than a third of its sanctioned strength being vacant. Additionally, in a report titled "Role of Highways in Nation Building", the committee noted that "a large number of vacancies exist in NHAI from Deputy Manager level to GM level in Finance cadre (range from 50 per cent to 90 per cent), which implies that NHAI is mostly functioning with Junior Accountants and Young Professionals (YP) who neither have appropriate educational qualifications nor experience, but are handling thousands of crores of public money possibly serving the vested interests of the contractors". The committee also noted that all Central PSUs, whether ONGC, PFC, GAIL, SAIL etc., recruit around 35 per cent of their officials on a direct basis at all levels, to have experienced candidates from the market and bring equilibrium in the

system, also helping eligible internal candidates to rise to higher ranks. They recommended that the Ministry should take appropriate steps to ensure that it is not managing its huge budgetary allocation through Junior Accountants alone, with a drastic number of vacancies existing at higher levels.

While it is truly commendable that the Ministry created the Sukhad Yatra Smartphone application, efforts need to be made to see if it's actually of any use to citizens. Information provided by the Ministry shows that there is no feedback/confirmation being sought from the complainant after the issue is resolved by the concerned NHAI office. Data also shows that the number of complaints received via the Sukhad Yatra application has not shown any uptick since 2018. The app provides various functionalities such as rating the services of NHAI (1 star to 5 star ratings) and also comment in terms of toll plaza experience, riding experience, civic amenities on Highways etc. As such, it's extremely important that the usability of the app is increased so it's more accessible to the users of national highways.

The Standing Committee noted that though the length of National Highways and State Highways has increased tremendously during the last few years, public transport has not been augmented proportionately. This has resulted in the proliferation of private vehicles. The Committee viewed that this deficit in the public transport system in the country needs immediate attention and major revamping. I request the Ministry to take steps to improve the condition of the public transport system by providing adequate budgetary support. This will not only decongest the roads but also control the air pollution to a certain extent.

As for my own Lok Sabha Constituency, Baramati, there are certain issues that I request the Centre to consider. They are of the utmost importance and extremely important to the livelihood and overall development of the people. They are as follows:

Accidents are constantly happening on the Mumbai-Bangalore highway. Accidents are frequent at Navale Pool. Traffic has also increased tremendously due to the rapid increase in civilization in the Navale Pool area. This should be followed

by a new detailed project plan of the entire road from Navale bridge to Dehu, widening of accident-prone road as well as widening of bridges over Warje river, service road, Indrayani river and all parts of national highways.

The road from Navale Pool - Katraj - Wadaki Chowk - Kavadi path - Theur Fata to Loni Kanda needs to be constructed through National Highways Authority. If this road is constructed, continuous traffic jams on the Fursungi-Bhekrai Nagar-Hadapsar route will be avoided. However, funds should be provided for this road.

Civilization has increased in Khadimshin Chowk Saswad. Therefore, funds should be provided by widening this road. Also, by widening the Fursungi bridge and increasing the length of the bridge to about 1 to 1.25 km. If you go to Sonai Mangal office for a long time, there will be no traffic jam in Mantarwadi area.

Hadapsar to Yavat is a hotbed of traffic jams due to high urbanization. However, with the widening of Hadapsar to Yavat route, flyovers at Uruli Kanchan and Loni are required. Uruli is a densely populated village as Kanchan and Loni are villages.

Hadapsar - Saswad road quadrangle work is stalled. This work should be completed immediately and this road is in bad condition. There are potholes in some places. However, maintenance and repair work of this road should be done immediately.

Due to the narrow road from Saswad to Gotemala, the accident rate is high. However, funds should be provided for road widening.

Pune Satara Road has become 6-lane. At the same time, it is very difficult to cross the road due to increasing traffic congestion. Therefore, accidents often happen on this road. However, Gogalwadi, Tal. There needs to be a flyover at Haveli.

Varvand, Tal. Daund needs to be underpassed. Varvand is a large market town. At present there is an underpass. But since there are colleges and markets here, the traffic is heavy. As a result, accidents are more common.

Harishchandri, Ta. Subway (VUP) should be constructed at Bhor.

Mahad-Bhor-Pandharpur has been declared as National Highway. The road has been closed for the last one and a half years due to heavy rains and landslides. This road is the nearest road connecting Mumbai to Goa Highway. However, funds should be provided for this road immediately.

Mahad - Ranwadi - Karnavadi - Madheghat - Kelad - Pasli - Bhatti - Velhe - Ambavane - Nasrapur- Cheladi Fata in Velha taluka should be included in the Central Road Fund (CRF) scheme. Mahad - Ranwadi - Karnavadi - Madheghat - Kelad - Pasli - Bhatti - Velhe - Ambavane - Nasrapur - Cheladi Fata Ra.Ma. 106 is the route connecting National Highway 48 - Pune Bangalore Highway and National Highway 66 Mumbai Goa Highway and is the nearest road from Pune to Konkan.

Flying bridges should be constructed at Bhugaon, Pirangut, Ghotawade Fata and Paud on the National Highway (NH-753) to Konkan in Mulshi taluka. But the work is progressing very slowly. This road is sanctioned from Chandni Chowk to Male for 20 meters and is 10 to 15 meters. However, it should be 20 meters.

The Centre must help the State Governments with projects that improve the public transportation system. It must also ensure that funds are released to the State Governments on time and are properly utilized. With connectivity being an important factor in determining the growth and development of our country, I urge the Centre to consider the issues relating to roads and highways construction and implement the above recommendations.

***SHRI P. P. CHAUDHARY (PALI):** I would like to lay my views on the General Discussion on the Demands for Grants under the control of the Ministry of Road Transport and Highways under the Union Budget of 2022-23, hence, I support the Union Budget of 2022-23 for Minister of Road Transport and Highways presented by the Hon'ble Minister of Finance, Smt. Nirmala Sitharaman on 1st February, 2022.

Under the visionary leadership of Hon'ble PM Shri Narendra Modi ji, India now holds the world record of 38 km of highways construction per day, the highest

* Speech was laid on the Table.

in the world. The projects taken up by the Ministry of Road Transport and Highways have had the highest efficiency and success rate. The nation resounds with the idea of contributing to the evolutionary path the country is set on. The people of India hold the power and potential to enable the vision of a New India, fuelled by the spirit of Sabka Saath, Sabka Vikas, Sabka Vishwas, Sabka Prayas'.

The Ministry of Road Transport and Highways has been allocated nearly Rs. 68,000 crore more in 2022-23 than it had been given in 2021-22. In absolute terms, this is the highest rise among all ministries in 2022-23 considering revised estimates of 2021-22. The NHAI would receive the highest allocation of around 67% of the Ministry's total allocation in 2022-23, at Rs. 1,34,015 crore. The NHAI has been granted Rs. 1,34,015 crore for the fiscal year 2022-23, which is 1065 more than the revised estimate for 2020-21. The Government intends to expand the National Highways Network by 25000 kilometres in 2022-23, with a budget of Rs. 20000 crore set up for this purpose.

The NHAI budget expenditure includes funding towards the umbrella highway scheme, Bharatmala Pariyojana. By bridging crucial infrastructural gaps, this initiative aims to improve the efficiency of freight and passenger movement. The aim is to increase the number of districts with NH linkages from 300 to 550. Over the course of five years, the Bharatmala Pariyojana would create 34,800 km of roads in Phase I. (2017-18 to 2021-22).

Under the National Highway Development Program, Phase I will also include 10,000 kilometres of balance roadwork. Phase I is expected to cost Rs. 5,35,000 crore over the course of five years.

In March 2014, 55% of India's habitations were connected to a road and now this has increased to more than 91%. With the aim of uplifting the socio-economic conditions of rural population, under the Pradhan Mantri Gram Sadak Yojana, 36 thousand 5 hundred kilometers of roads have been built in rural areas, at the rate of more than 100 km per day, and thousands of habitations have been connected with all-weather roads.

We believe more roads can rejuvenate the economy by bringing people together, connecting villages to markets, and ultimately, driving rural growth. A total of 26,050 Km of Roads has been constructed under PM Gram Sadak Yojna to boost rural connectivity, communication and logistics. The pace of construction increased from 12 km per day in 2014-15 to 37 km per day in 2020-21 (by more than 3 times). 4,410 km NHs constructed in 2014-15, while 13,327 km NHs constructed in 2020-21.

While presenting the Union Budget for 2022-23, Union Finance Minister Smt. Nirmala Sitharaman announced that the National Ropeways Development Programme - "Parvatmala" - will be undertaken on a PPP basis, and will be a preferred ecologically sustainable alternative to conventional roads in difficult hilly areas. The goal is to improve commuter connectivity and convenience while also encouraging tourism. This might also apply to congested urban areas where a traditional mass transit system would be impractical. Contracts for eight 60-kilometer ropeway projects will be granted in 2022-23, according to the Finance Minister. Currently, the scheme is being implemented in Uttarakhand, Himachal Pradesh, Manipur, Jammu and Kashmir, and other North Eastern states.

Expansion of NHs, expressway projects, increasing the number of lanes under various projects, and development of road connectivity in left-wing extremism-affected areas are all included in spending on roads and bridges. The allocation for roads and bridges in 2022-23 is Rs. 64,573 crore. In 2022-23, the allocation towards roads and bridges is Rs. 64,573 crore. The Ministry has allocated funds towards the development of highways in areas with poor connectivity.

Some of these projects include the Special Accelerated Road Development Programme in North East (SARDP-NE), Externally Aided Projects, and Roads Projects in Left-Wing Extremism Affected Areas.

The Ministry of Road Transport and Highways has launched the voluntary Vehicle Scrappage Policy, which will phase out unfit automobiles from the country, was one of the significant actions implemented in 2021. The programme, which was

announced by Hon'ble Prime Minister Shri Narendra Modi at a function will not only cut pollution produced by old, inefficient automobiles, but will also result in significant job creation.

In 2022-23, the Ministry has allocated Rs. 356 crore towards road transport and safety. This is a 56% increase over the revised expenditure on maintenance in 2021-22. The allocation towards safety provides for various things such as road safety programmes, setting up of facilities on NHs, extending relief to accident victims, strengthening of public transport, research and development, and training.

It is pertinent to mention that a number of initiatives were taken to improve the country's road safety situation, including the launch of a reward scheme for good Samaritans and the formation of a Road Safety Board. Similarly, in order to clean up the environment, many initiatives were taken to encourage the usage of environmentally friendly automobiles and fuel.

Through the "PM Gati Shakti - National Master Plan", the Ministry plans to showcase the investment opportunities in highways, transport and logistics focusing on three central themes Bharatmala Pariyojana, Asset Monetization and Vehicle Scrappage Policy. The Government is providing opportunities spanning multiple asset classes including Highways, Multimodal Logistics Parks, Wayside Amenities, Ropeways, Warehousing Zones and more. Under the able leadership of the Prime Minister, the plan is to make Indian logistics system comparable to best in the world by reducing the logistics cost of India to 8-10%.

Tremendous progress has been achieved by Ministry of Road Transport and Highways in building of National Highways across the country in the last few years. I would like to extend my heartfelt gratitude to the Minister Road Transport and Highways for the unprecedented achievements. The dedication and zeal with which the goals of India 2.0 are being pursued is truly inspiring and deserves all the appreciation.

I, therefore, strongly support the Demands for Grants under the control of the Ministry of Road Transport and Highways under the Union Budget of 2022-23.

DR. M.K. VISHNU PRASAD (ARANI): Thank you, hon. Chairperson Sir, for giving me this opportunity. I would also like to thank Madam Soniaji and Shri Rahulji.

Today, I am here to speak on the Demand for Grant under the control of the Ministry of Road Transport and Highways for 2022-23. It is a very important subject. It is not a subject that can be neglected. The Government is asking for almost Rs. 2 lakh crore. In 2021-22, it was Rs. 1.35 lakh crore. In 2020-21, it was about Rs. 98,000 crore. Why is there so much of escalation? Why has the Government not come clean about the new projects that the Ministry is going to take up this year? Already, there is an amount of Rs. 65,000 crore, and you are asking for more. For that, what was the work done in the previous year? How many kilometres of roads are you going to re-lay or lay afresh? This kind of clarity is not there in your statement. To achieve 5 Trillion Dollar Economy, this road network plays a very important role.

Hon. Chairperson, I would like to say that the Treasury Benches are very proud in claiming themselves as the second largest in the world in terms of road coverage by covering 63.5 lakh kilometres of roads. This is the second largest in the world. There is no doubt about it. The United States of America stands first. At that time, their beloved friend Trump was there.

Now, I would like to say one more important point. You cannot lay a road overnight. It was the foundation of the Congress Government, the previous Government of Indiraji, Rajivji, Madam Soniaji, and Dr. Manmohan Singh. Similarly, you see the Panchsheel Principles of Nehruji. So, our Government had laid a strong foundation, and that is why, today, India is the second largest in terms of coverage of road networks, covering 63.5 lakh kilometres. The United States of America stands first.

Why? I will give you a simple calculation. Your main Bharatmala Project, the flagship project of the Prime Minister, is covering 34,500 kilometres to be laid in a

span of five years at a cost of Rs.5 lakh crore. But till now, I am very sorry to say, hon. Chairperson, this Government is able to complete only 6,900 kilometres of road, out of 34,500 kilometres to be completed in this period of five years. They are supposed to finish it by 2024. Only 35 per cent of the work is completed. That is why, I am saying that this is all because of the foundation of the previous Government.

This Government is standing at number two. India is standing at number two in the world. But unfortunately, ironically, what is the quality? According to your data, Germany is number one. It is not my data. The United States of America is number 14. We are standing at number 44 out of 160 countries. There is no independent evaluation of the road quality. Look at the quality of the roads. It is pathetic but the amount of money being spent is huge. It is no way near the expectation of the common man. Out of Rs.2 lakh crore that they demand, almost 1.87 lakh crore is coming from the capital expenditure. Only Rs.11, 500 crore is the revenue expenditure.

At this point of time, I would like to say about one more important thing. What is the road safety that we are having? Out of Rs.2 lakh crore that they are demanding, only Rs.356 crore is going to be spent on road safety. It is 1.67 per cent of the total budget whereas the USA is spending six per cent of its budget. So, due to these things, a number of fatalities and road accidents are taking place. The speed of the vehicles has increased. The number of vehicles has increased. There is poor quality of road. With no safety and precautionary measures being taken, unfortunately, we are losing a lot of valuable lives of the common people. So, these things have to be considered very seriously by this Government.

The NHAI is taking almost Rs.1.35 lakh crore of your total budget of Rs.2 lakh crore. According to you, the NHAI is functioning very well; its office is very big; the Directors are very good; and they are responding very well. But the project is getting unduly delayed. I am saying this is the capacity of the NHAI. When the NHAI is there, under the Companies Act, a new private limited company called,

‘National Highways Logistics Management Limited (NHLML)’, which they explain, is being formed only to give connectivity to the ports. They are giving only Rs.1,000 crore. If you say that for better efficiency, a new company is being formed, why do you then burden NHAI with Rs.1.35 lakh crore? It is because they are unable to complete the projects in time.

What happens is, mainly because of the online tender, people sitting somewhere, without analysing the real picture of the road that is to be laid, are quoting the price and participating in the tender; and the tender is being awarded. But when they come to the field, then they face so many problems like forest clearance, environmental clearance, availability of raw materials, water and other local problems. All these problems come. There is no quick exit policy from the NHAI.

The very unfortunate thing is that in my own Arani Parliamentary Constituency, one road from Tindivanam to Krishnagiri is being laid for more than 10 years. The contractor says I am ready to leave; I am not able to work; and there is so much of escalation. As I said earlier, why is so much of money being given? From Rs.1.35 lakh crore, suddenly, you are allotting Rs.2 lakh crore. But what is the new project you are bringing? There is no clarity. There is no White Paper. Finally, do you know what the contractors do? They go into arbitration. They are unable to complete it. They go into arbitration and they manage to get the justice and demand Rs.100 crore or Rs.200 crore from the NHAI. Apart from allotting funds for laying the road, instead of collecting penalty from the contractors, the NHAI is giving back. So, in this House, I request the hon. Minister to come up with a White Paper on how many projects are being stalled like that, how many contractors are being paid the arbitration fee and in how many projects the contractors have been changed because the main problem with the NHAI is delay. In Arani, one Kutteripattu overbridge is there.

That is there for almost 10 years. The feasibility report and everything of the project is complete. Till now we do not know where the Project Director is. They are

not responding in time. When we approach them, they tell us some stories, and unfortunately, till now the overbridge project is not completed. Due to this, many accidents have taken place.

Sir, India lives in villages. So, the other very important point, which I want to talk about is related to Pradhan Mantri Gram Sadak Yojana (PMGSY). ‘Gram Sadak’ means, the village road. The minimum requirement for a road to be a village road is that its width should be at least 7.5 meters. But the width of our village roads is not more than 5.5 meters. So, if they ask for 7.5 meters width, where will they get a village road of 7.5 meters width?

HON. CHAIRPERSON: It is only 6 meters.

DR. M.K. VISHNU PRASAD: No, Sir. In my constituency, there are about 10 districts and there is zero proposal for construction of village roads under PMGSY. You can check it from the Tamil Nadu website.

I am saying it because initially the distance between Other District Road (ODR) and Major District Road (MRD), the connecting link road, was five kilometres. The village may be even at one kilometre.

They say that PMGSY has plenty of funds. There are crores of rupees to be spent for road construction. Unfortunately, when the proposal is there, they say that it is being referred to NABARD or to the other highway construction authorities. This is a very major issue with regard to village roads under PMGSY, and it should be scrutinized. PMGSY is a dream project. We are also being asked for suggestions. But there is no action on the ground.

HON. CHAIRPERSON: Please conclude.

DR. M.K. VISHNU PRASAD: Sir, in my constituency, there is a road called Chennai-Kanyakumari Industrial Express Corridor. The condition right now is very poor and unfortunate. Many trees have been uprooted. For afforestation, if one tree is uprooted, almost five trees should be replanted. Who is there to monitor it all? Thickness is very, very pathetic. Where is the system; where is the quality; and

where is the quality checking mechanism? There is no answer at all. So, all these things have to be corrected.

Finally, I want to put a demand on behalf of the entire State of Tamil Nadu. We are all talking about roadways. Some 1500 years back, there was a king called, Raja Rajeshwara. There were many kings who ruled India. But there was only one king who ruled even outside India, who ruled in other Asian countries. We have Angkor Wat Temple in Cambodia. There is also a very big temple in Thanjavur. So, such a great king was there. You have also used his name in Bombay Port Trust. If you install a statue of the King, the State of Tamil Nadu will be very grateful to you. Thank you, Sir.

HON. CHAIRPERSON: He is putting all the statistics without looking at any piece of paper.

Now, Shri Tapir Gao ji.

[Translation]

SHRI TAPIR GAO (ARUNACHAL PRADESH): Mr. Chairperson, Sir, I stand to support the Demands for Grants pertaining to the Ministry of Road Transport and Highways. I am happy to see Shri (General) V.K. Singh as a minister in place of Shri Nitin Gadkari. He might have felt the importance of road construction during his tenure in the army and today he is on this post.

I hope that my speech may further the interest of this country. Today, I would like to say that Shri Nitin Gadkari ji is working under the guidance of the hon. Prime Minister, Shri Modi Ji. I have changed the name of Shri Gadkari ji and given a nick name to him as Mr. Spiderman. As the spiders spin webs, likewise, Shri Nitin Gadkari has laid the network of roads around the nook and corner of the country. I would like to appreciate his leadership by saying one thing.

Hon. Chairman, Sir, if you remember before NITI Aayog came into existence, there was an institution called the Planning Commission. The Planning Commission had a policy that the roads should not be constructed in border areas.

Shri V.K. Singh *Sahib* is fully aware of this. The Planning Commission had a law that roads should not be constructed in border areas be it Jammu and Kashmir, Laddak, be it Sikkim or Arunachal Pradesh. The two-lane roads started to be constructed along the international border called MacMohan line in Arunachal Pradesh since Modi Ji's coming to power and Shri Nitin Gadkari Ji took charge of the ministry.

Sir, today, I would like to cite two examples before Shri (General) V.K. Singh. A committee was set up when Shri Bhagat Singh Koshyari was the Governor of Maharashtra and Shri Gadkari Ji was the party president to pay a visit to the Indo-China border. We went from Joshimath to Malari, from Malari we went on foot to Lower Imkin which took two days. From there, we went to Berhati Valley, and then to Gurudongmar Lake in Sikkim. We completed our journey from Taga to Densok and there was no road. Today, under the leadership of Sh. Modi Ji and the initiatives of Shri Nitin Gadkari Ji, Spiderman, road has been constructed from Taga to Densok, Malari to Upper Imkin, to Kalapani Valley. I have been to Kalapani Valley on foot. In our memory, Kalapani is the area of Andaman and Nicobar, but this Kalapani is a valley located on the Indo-Nepal border. However, there was some dispute over this area and the road has been constructed up to this area. This is why I want to name Shri Nitin Gadkari Saheb as a spiderman.

Sir, you will be surprised to know that after PM Gati Shakti scheme and this new rule, modern cars 'which I have neither ever heard nor seen' like Ferrari, Lamborghini, Porsche and Audi are participating in car rallies held in my Parliamentary Constituency, Arunachal Pradesh and North Eastern states.

Such goods roads are being constructed under the leadership of Hon. Prime Minister Shri Modi Ji and Shri Nitin Gadkari Ji. In my Parliamentary Constituency, Eastern Arunachal Pradesh, car rallies are held in 6 districts. Only at the time of car rallies, people feel that if there is Modi Ji or Shri Gadkari Ji, anything is possible. Shri Gadkari Ji has constructed a 6 Km long road along the Dibang River. Earlier it used to take 3 days to go from one district to another district.

Mr. Chairperson, I stand to support the provision of Rs. 2,42,020 presented by Shri Nitin Gadkari Ji, under the leadership of Shri Modi Ji which aims to change the future course and road network of India. I want to give a profound speech on the budget and prevailing situations, but I know, I do not have much time, that is why, I would like to draw the attention of Shri (General) V.K. Singh toward Arunachal Pradesh. Arunachal is your *Karma Bhoomi*. How can we take this Karma Bhoomi forward? *[English]* Shri V.K. Singh *saheb* and hon. Chairperson, Sir, Arunachal Pradesh has projected a Frontier Highway along the McMohan Line. *[Translation]* The tender was floated once. It was cancelled. Recently a tender has been placed. The Arunachal Frontier Highway is a very big project towards Tibet- China and Myanmar. This project is not only for Arunachal Pradesh, rather it is an important road for the security of the country. A proposal for construction of a tunnel near McMohan line has been given.

Hon'ble Chairperson sir, there are many main villages lower to the Frontier Highway where two lane roads and Advance Landing Grounds have been constructed. Apart from that, more of Advance Landing Grounds are to be constructed which is a separate subject.

Today, I would like to speak on a very sensitive issue. Our opponents and the people of our country will be shocked when they hear it. Through you, I would like to let Shri V.K. Singh ji know it. It is necessary to construct a road from Mipi to Andrella Pass in Dibang valley district. Demand for construction of road from Maliney to Baluah and from Anini to Angula Pass is from security, ITBP and Army's side. Frequent news of incursions in Dibang Valley keep coming.

Hon'ble Chairperson Sir, one more sensitive place is there. *[English]* In the eastern sector, at the tri-junction, there is a place called Chaglagam. *[Translation]* There is a place called Chaglagam. V.K. Singh ji is well aware of Chaglagam to Hadigrah Pass. If we construct a road along the McMohan line from Chaglagam to Galai Takro Pass and from Chaglagam to Walong, where we suffered heavy military losses in the war in year 1962; it will be a good step not only for Arunachal Pradesh

but for the security of the entire country. China had started construction of road from Bishing itself to Yingkiong in the year 2017. China was forced to stop construction by our Army. The Army, ITBP and the entire country has demanded the construction of road from Yingkiong to Bishing. There is one more road, from Pango to Jorging. Ginshing and Nishing airports are situated opposite Jorging where Jinping landed. Jorging lies on one side of the mountain. *[English]* Indian Army and ITBP took ten days to travel 97 kilometres to reach Jorging, a sensitive outpost where seven Chinese citizens reached. The Indian Army has arrested them.

[Translation]

HON. CHAIRPERSON: Please, conclude now.

SHRI TAPIR GAO: Sir, I have come from a very far off place. Please allow me one or two minutes. *[English]* Pango to Jorging and Jorging to Monigong along the border, *[Translation]* V.K. Singh sahib, please pay attention towards this issue also. *[English]* Singa to Anini, Migging to Payum, Hawaii to Vijaynagar, Koloriang to Taksing are some other roads.

[Translation]

I had placed a request earlier also. A road should have been constructed from Tawang to Guwahati via Bhutan in view of the security challenges. If the Government of Bhutan is not acceding, there is an alternative for that also. *[English]* Shergaon-Shergelemu-Mandala-Phudung-Nagajiji-Mukto-Tawang is the shortest way to reach Tawang for safety and security in future.

[Translation]

Besides that, there is another road named Arunachal Industrial Route along the foothills. This road was to be constructed along the Assam-Arunachal border with the initiative of Shri Nitin Gadkari ji. DPR for this road has already prepared. Therefore, an Industrial Route is to be constructed from Bhutan border up to Nagaland border. I request Gadkari sahib for this also.

[English]

In the end, with your permission, I would like to speak for a few seconds. *[Translation]* I would like to have clarification regarding National Highway and NHIDCL from the Ministry. The Hon'ble Minister may please include it in his reply. The National Highways Authority of India and NHIDCL issue tenders and *[English]* as per the CVC guidelines, the lowest bidder should be offered the construction project.

Sir, the temperature there drops up to minus 27 or minus 30 degree Celsius. It means, how can you complete the construction of a road for Rs. 50/- which must cost Rs. 100/-. *[English]* There is a chance of compromise. ... *(Interruptions)*

[Translation]

HON. CHAIRPERSON: Tapir Gao ji, please conclude now.

[English]

SHRI TAPIR GAO: In conclusion, I would like to say that forest and CVC clearance also really delayed the project, especially in the mountainous area. *[Translation]* So, the Hon'ble Minister may kindly look into this aspect also so that the construction work may progress smoothly.

Hon'ble Chairperson Sir, I would like to thank him for constructing roads like a spider web and hope he will continue to do so in future also. The country will progress more with the Gati Shakti yojana. The North-Eastern States as well as the Himalayan regions will progress. Thank you.

[English]

***SHRI VIJAYKUMAR ALIAS VIJAY VASANTH (KANYAKUMARI):** At the outset, I would like to express my views on the Demand for Grants in respect of Ministry of Road Transport and Highways.

* Speech was laid on the Table.

India has the second-largest road network in the world, spanning a total of 5.89 million kilometres. This road network transports 64.5% of all goods in the country and 90% of India's total passenger traffic uses road network to commute. Road transportation has gradually increased since Independence and with initiatives taken by the previous Governments, the connectivity improved between cities, towns and villages in the country. This has resulted in an enhanced allocation of Rs. 1,99,107.71 crore set aside in the Union Budget 2023. This is in line with the target set for expanding the country's National Highway network by 25,000 km in 2022-2023 and enabled to hike Rs. 81,006 crore for the Ministry to earmark for investments in NHAI from Rs. 57,350 crore in last year's Budget to Rs. 1,34,015 crore this year.

However, in this regard, it is to state that NHAI's total outstanding debt which stood at 24,188 crore in 2014-15 has zoomed about 14 times from FY 15 level to 3,38,570 crore as on November 2021 and it has raised funds through issuance of bonds. The huge borrowings simultaneously result in interest burden. Government should explore ways and means to restrict borrowings by the NHAI.

The Government is set to accelerate the pace of asset monetization operations in the road sector by getting the NHAI to find new buyers and operators for 21,700 km of operational highway stretches valued at over Rs. 2 lakh crore over the next three year starting next financial year. As this is the challenging task, vigorous efforts should be taken to accomplish the same.

One of the major concerns in our country is Road Accidents which is in a very pitiable state. The number of road accidents is increasing day by day. As a result, a number of unnatural deaths take place almost every day and several become physically handicapped or permanently disabled. Most of the accidents happen due to reckless driving and at nights. People in their hurry don't care to follow the traffic signals.

The pedestrians tend to cross the roads from anywhere they want and are in turn hit by the speeding vehicles. The truck drivers, generally drunk, the young rash scooterists all add to the number of road accidents.

Though the strict steps like imposing heavy fines and forfeiting the license of the offenders could stop the people from going wild on the road, awareness and counselling should be improved and the authorities need to be more stringent in issuing the driving licences. Besides, constant checking and vigil are required. Sir, Government of Tamil Nadu has been sending proposals to the Centre to grant necessary support for completing the ongoing works. The delays only result in the private contacts raising claims on the NHAI and leading to arbitrations. The Ministry has listed 4-big highway projects to be foreclosed and these include two projects of 4-laning of the stretch from Tamil Nadu — Kerala border to Kanyakumari. This project has almost come to a standstill as contractors are unable to get the soil for earthwork. Since handful of amount was spent on this project, I urge upon the Union Government to have a discussion with the State for addressing this issue speedily.

As regard collection of toll tax, I would like to point out that in most cases ever since the concession agreement period comes to an end, toll collection continued unending which has resulted lot of financial hardship to the general public. I take this opportunity to invite your attention that necessary directions should be issued by the Government that collection of toll tax should be completely stopped after a certain period of operation of toll roads.

Regarding land acquisition, in many cases, land owners have not been compensated adequately and in some cases, the compensation is not fully paid and they have to run from pillar to post to get their dues. I urge upon the hon'ble Minister to issue necessary directions to the authorities to expedite the payment of compensation to the land owners.

As regards Vehicle Scrapping Policy, the end-of-life for petrol automobiles in the Delhi-NCR region is 15 years and for diesel 10. The order was passed in 2018 by

the Supreme Court as a desperate measure to rein in the steep fall in the national capital's air quality index, blamed largely on emission of noxious fumes by ageing vehicles. The move substantially reduced the resale value of vehicles, but a ready market emerged overnight in other States, which do not have such strict provisions.

The NGT has issued a directive to identify cleaner areas in the country where these polluting vehicles could be exported. However, transferring unfit vehicles elsewhere defeats the very purpose of air pollution control to protect public health. The fact is that most cities do not meet the National Ambient Air Quality Standards required to implement clean air action plans under the Centre's National Clean Air Programme for the target of 20-30 per cent reduction in particulate pollution by 2024. They may have phase-out strategies for old vehicles, but in the absence of a comprehensive policy guidance and legislative backing, only some cities, where the judiciary is directing action on air pollution, have issued specific directions to cap the age of old vehicles for phase-out.

India has no organized system of disposing of a car or any motorized vehicle. Different countries have different policies for scrapping old/unfit vehicles. No country has a foolproof system that can be emulated. The Government is said to be considering new taxes for those who opt out. But taxing and re-taxing is not the solution to pollution, rather the whole exercise is counterproductive and the owners who are coming forward to dispose of their old vehicles should be compensated adequately.

As regards Tamil Nadu, particularly my Kanyakumari Constituency, the below mentioned are the ongoing / long pending road projects and it has been raised by me time and again. I shall, therefore, humbly urge upon the Hon'ble Minister to kindly allocate sufficient funds in order to expedite and early completion of the projects:

Four Laning of Kerala / Tamil Nadu border to Villukuri Section of NH-47 (Pkg-I):- Length 22.90 Rms.; Present progress is 72.21%;

Four Laning of Villukuri to Kanyakumari section of NII-47 & Nagercoil to Kavalkinaru Section of NH-47B (Pkg-II): Length --- 37.958 kms.; Present Progress is 75.50% ;

Construction of Bridges / Additional Structures across tanks, water bodies, etc. at 60 locations as per the direction of hon'ble NGT: — Length 10.360 Rms.; Date of Start yet to be fixed;

NH-944 (2-way): KAVALKINARU - PARVATHIPURAM;

NH-77: PARVATHIPURAM – KALIKKAVILAI;

Elimination of Black Spot in km 12/6 13/0 (Thovalai Puthoour) of NH-47B, Tamil Nadu, Black spot ID No. TN-(02)-001;

Rectify Black Spot in km 5/8 to 6/4, Black spot ID No.TN-(02)-008

(Therekalputhur) of NH 47-B (New No.944), Tamil Nadu;

Rectification of Black Spot in km 0/4 to 2/0

(Krishnankovil to Kattayanvilai of NH 47-B (New No. 944), Tamil Nadu;

Expedite Strengthening & improvement of Kanniyakumari Cochi Salem (NH-47);

Four laning of Kerala / Tamil Nadu border to Villukuri Section of NH-47 (Pkg-I): - Length — 22.90 Rms.; Present progress is 72.21% ;

Four Laning of Villukuri to Kanyakumari section of NH-47 & Nagercoil to Kavalkinaru Section of NH-47B (Pkg-II): Length — 37.958 kms; Present Progress is 75.50%;

Construction of Bridges / Additional Structures across tanks, water bodies, etc. at 60 locations as per the direction of hon'ble NGT: — Length — 10.360 kms; Date of Start yet to be fixed and

Resume the stalled Four-laning Project between Kerala / Tamil Nadu Border (Karode) to Kanniyakumar — NH47 - Regarding'.

HON. CHAIRPERSON: I request hon. Members to abide by Rule 349 which states, “A Member shall not leave the seat immediately after his speech.” So many directions and rules are there. Please observe it. I request the hon. Member not to

interact with the officials sitting in the official box. It is the prerogative of the Ministers.

Hasnain Masoodi Ji, please start your speech.

13.00 hrs

[Translation]

SHRI HASNAIN MASOODI (ANANTNAG): Sir, I am thankful to you for giving me an opportunity to speak on the Demands for Grants of the Ministry of Road Transport and Highways. It would have been so nice, had the Hon'ble Minsiter been there in the House. He would have only been praised here from all the members. But he is not in the House at present. As far as Jammu Kashmir is concerned, Shri V.K. Singh ji's presence is enough as who other Member has more experience of Jammu Kashmir than he has.

Sir, a provision of approximately Two lakh crores rupees has been made for this year. It is very important. I feel, that the Ministry of Road Transport and Highways claims almost 5% of the total expenditure. This comes at the third place. I feel that this is the third highest quantum of expenditure after the Defence and the Consumer Affairs. Keeping in view the expenditure, provision has been made for big ambitious programmes and plans such as the Bharatmala programme and also the programme for 25,000 kms National Highways, additional funds have been provided to the States under Capex.

Sir, there are some subjects and sectors which are cause of concern. First concern is that the quality is not good. As has been mentioned earlier also the quality of roads is not good. The quality of roads in our country comes at 44th place globally while that of Germany stands at number one. It is to be seen why the maintenance cost is going up.

Sir, another issue is the gestation period. The targets and benchmarks set when construction of any road is started are generally not adhered to since there is delay due to site clearance. This is also a big issue and problem. It has come to my notice

that even if an approval for construction of a road is given somewhere, contractors etc. do not come forward to construct roads because there are some departmental problems. A road was to be constructed from Anantnag to Chattabal in my Parliamentary Constituency for which we had to wait for almost a year that someone would come and construct the road. Attention should be paid to this issue, so that the gestation period for the construction of the road can be minimised.

Sir, the third issue is that due attention has been paid for break up of funds between the States and the Centre. Provision has been made for the State roads and the Central roads also but the CRF is not released. It takes a lot of time due to which the plans for construction of roads etc. do not progress. These are some of the major challenges but by and large, the direction and the kind of commitment the Hon'ble Minister has, is appreciated by all. Recently, he visited Srinagar and inaugurated a road. I also participated in the function. At the occasion, it was brought to his notice that there are some challenges in Jammu- Kashmir regarding construction of roads.

Sir, our biggest problem is regarding NH-44. This is lifeline between Jammu and Srinagar and remains closed for almost one and a half month out of three months. You can see that the Dodawala road or the NH-44 ranks number one in the country in terms of road accidents and fatal accidents. So many fatal accidents occur there. How would it go? How shall it sustain if the main lifeline remains closed for a total of one and a half months out of three months? I had suggested the Hon'ble Minister to construct an elevated road between Ramban and Banihal.

General Sahab is aware about the situation. That is the biggest sector. It is not like that no developments have taken place here. Two Chenani tunnels have been built there. The Qazigund tunnel has been completed. A lot of development has taken place there. I would like to request you to get an elevator built in this sector. You are disturbing the hills. Soil erosion is taking place in the hills very often. Sir, you are aware about the topography, so I would like to draw the attention of the honourable Minister that there is a need for five tunnels in that area. There is a Dessa-Kapran tunnel, through which the Kastigarh area of Doda will be connected

with the entire Kashmir Valley. The development works of Dessa-Kapran tunnel has already started, so I think there is a need to focus on that. One such tunnel is the Jajran tunnel. You are connecting Rajouri Poonch with Anantnag, while that road remains closed for 6 months. You yourself know that there is a Pir Panjal tunnel situated at an altitude of 11,000 feet. I think tender process has been done for Jajran tunnel and DPR has also been prepared in this regard but the construction work is going on there at a slow pace. Apart from this, there is a Rajdhani Tunnel. You are aware about the difficulties being faced by the people in Gurez. You yourself have been there. It is very difficult to travel from Bandipora to Gurez. In Gurez, a helicopter has to be sent even for a single patient. Recently, a recruitment of clerks was conducted there and the applicants were to be taken there by helicopter for the recruitment so that they could participate in that recruitment. There is so much difficulty there. It had been better if you could construct the Rajdhani Tunnel. Again, I am bringing up Titwal and Kupwara. How many road accidents do we come across?

You must be aware about how many lives are lost on the Sadhna Pass. There is a need to pay attention to this tunnel. Apart from this, Dessa Tunnel is very important. I would like to say that there should be better road connectivity in these areas like, Jammu and Kashmir. This entire area is hilly. There should be more transportation through the Pir Panjal Tunnel which is located in lower Himalayas. A big problem is that there is no access of railways in that area. When NH-44 gets closed for two or three months, the food grains under transportation used gets stuck and start rotting which further causes increase in their freight charges.

In addition to that, there are a few more issues. The honourable Minister will understand what I want to request. Apart from this, the reconstruction of the highway from Lehan Dajan to Batnoor which will go to Tral via Pahalgaon and it will not only facilitate easy passage to Amarnath but also will relieve the traffic congestion in that area. Once started, the highway will go to the Tral Valley and from there it will get connected to the Pashtun-Kriv road, through which the entire

area of 25 kms will get covered. Apart from this, there is the issue of bypass from Lethapora to Pantha Chowk because there is the arrangement for the army on this road only.

Industrial activities take place on this road and mining is also being carried out on this road. That's why it is necessary to convert it into by pass NH-44. Sir, apart from this there is the issue of connectivity between Lassipora and Sangam. Since Lassipora is an industrial area, the status of that road needs to be upgraded for the large number of trucks passing through Sangam and the honourable Minister has promised that funds will be provided for this under 'Bharatmala' project. I hope that the Minister will fulfill my request. Similarly, you have allotted 7 thousand 270 crore ruprees for road safety which is too inadequate fund to meet the requirements. You should make some provision for the dependents of the casualties that take place there.

SHRI SUSHIL KUMAR SINGH (AURANGABAD): Hon. Chairperson Sir, thanking you, I rise to speak in support of the discussion on the Demands for Grants of the Ministry of Road Transport and Highways.

Sir, through you, I would like to say that to whatever extent you discuss the works of this Ministry and praise this Ministry, it would seem lesser. The pace with which the works of road construction has been carried out all the over country through this ministry, under the leadership of Honorable Prime Minister respected Modi ji, Honorable Minister Gadkari ji and Honorable Minister of State General V.K. Singh Saheb, is praised by all. Even my colleague Members from the opposition do not criticize it, do not complain about it but since the construction of roads are being done with pace and in an intensive manner, our colleagues from the opposition also keep putting up some new demands and giving some new suggestions so that good roads get constructed in their constituencies as well. I especially want to thank respected Gadkari ji and respected Prime Minister for these appreciable works.

Sir, many Members before me have put up things in this House in detail along with relevant facts and figures. I neither want to repeat those figures nor do I want to go into details because when there is nothing but praise about the works done by the Ministry everywhere then let's not repeat it, keeping in mind the importance of the time of the Lok Sabha. ... (*Interruptions*)

HON. CHAIRPERSON: The Honourable Minister is not here to hear that praise.

SHRI SUSHIL KUMAR SINGH: Sir, the word will reach him.

HON. CHAIRPERSON: The Hon. Minister should be present in the House.

SHRI SUSHIL KUMAR SINGH: Sir, the word will reach him and General V.K. Singh Sahab is very much present here.

HON. CHAIRPERSON: General V.K. Singh Ji present here.

SHRI SUSHIL KUMAR SINGH: Sir, through you, I would like to say a few things. One, there is a National Highway-139 in Bihar, which starts from Patna, the capital of Bihar, enters the border of Jharkhand through many districts of Bihar like - Patna, Arwal, Aurangabad and ends in Palamu district of Jharkhand. This road directly connects the three states. I already sent the proposal for four-laning of this important road connecting Bihar directly with Jharkhand and Chhattisgarh to the Ministry long back and also urged the Government of Bihar in writing in this regard. On my request, the Government of Bihar has also sent the proposal for four-laning of this road to the Union Cabinet, Government of India.

So far as the Passenger Car Unit (PCU) on this road is concerned, the Government of India's criterion for four-laning the roads is 10,000 PCUs but the PCU on this road is 12,000 and if the survey is done now, this PCU would number around 18 thousand.

Sir, many vehicles, from cycle to bike and passenger vehicles, goods vehicles and four wheelers ply on this road. There is so much traffic load on this road that it takes us four hours to reach Patna from our district headquarter Aurangabad, which is only 140 km away. When we leave from our cities for Jharkhand, Kolkata or Delhi, our average speed use to be 100 km per hour but when we go to Patna, the

same average speed reduces to 35 km per hour. A large number of accidents are also taking place there. Since there is so much traffic congestion on this road, it is natural to have an accident. I request and I would hope that when the reply of the Honorable Minister comes, it should be announced that this road would be made a four-lane road. This will make me happy.

Since, this road fulfills all the criteria and there are no ifs and buts, there is no reason why this road should not be a four lane road.

Sir, there are two more suggestions along with this, there is no new demand. National Highway-19 is from Delhi to Kolkata. Under the supervision and review of the Hon. Minister, the work of six laning from Varanasi to Dhanbad was expedited, as this work was delayed and stalled for many years. Right now I am happy to tell that work has started and going on at a fast pace but at present the road is in a bit bad condition. The road from Sasaram toll to Dobhi, which is about 1020 kms far from Delhi, is not in good condition. Through you, I want to draw his attention and would like to state that its condition may be improved. The road should be as per the image of the Hon. Prime Minister, the Ministry and the Hon. Minister. From Gaya to Varanasi, a person has to pay toll at four places, even after paying toll at four places, if the condition of road is not good, then it feels bad to hear it. So I request you to improve the condition of the road.

Alongwith this, I would like to state one more thing that already a large number of good quality roads are being constructed under the Ministry but the way more allocation has been made in this budget to the Ministry under the direction of our Hon. Prime Minister, the hopes of the people have also risen. A new road has been announced connecting my area. The Ministry has announced the construction of a road from Varanasi to Kolkata, with an all-new greenfield alignment, at a cost of Rs 24,000 crore. I thank him very much for the same and request to start its construction as soon as possible. The people of my region, Jharkhand and Bengal are very happy with the announcement.

I once again request, through you, that I am hopeful to hear the announcement of four laning of the NH-139 Patna-Arwal-Aurangabad-Hariharganj to Padwa Mod, Palamu District, Jharkhand. Thank you .

[English]

SHRI P. VELUSAMY (DINDIGUL): In India, the majority infrastructure is used for transporting 60 per cent of goods, 85 per cent of passenger traffic but in reality, only 2 per cent of the road network carries around 40 per cent of the total road traffic. As on March, 2019, our country had 1.3 lakh kilometres of National Highways and 1.8 lakh kilometres of State Highways. A portion of cess collected on petrol and diesel has been earmarked for the development of National Highways and State Highways and the amount pending in the fund is non-lapsable. The funds are being transferred to NHAI, the State Governments, and the Union Territories for the development of road infrastructure and other projects like ports, railway tracks, and airports. For 2022-23, the transfer from CRIF towards the Ministry is estimated at Rs 1,59,616 crore. This is 61 per cent more than the Revised Estimate in 2021-22 of Rs. 99.239 crore.

Sir, the Kodaikanal - Munnar Road (Old SH -18) is located in my Dindigul Parliamentary Constituency and spread over Theni district of Tamil Nadu and Idukki District of Kerala. The road is situated at an elevation of 2,480 metres, which is 8,140 ft.

It was one of the highest roads in India south of Himalayas prior to its closure in 1990. The old road is in a very bad condition and is not usable for any kind of transport owing to damages and overgrown vegetation in most of the areas. This project is to be taken under CRIF scheme.

While the NHAI is developing 3500 km of national highways in Tamil Nadu, it has completed only 125 km of project length. The Ministry should take steps to speed up the work of remaining 2214 km of ongoing projects on war footing. To speed up the four-lane project under Bharatmala, include 7.3 km elevated four-lane

bridge connecting the Pandiyan Hotel Junction with Chettikulam and widen the existing 33.4 km two lanes into four lanes from Chettikulam to Natham on NH 785.

Lastly, Sir, there is a major junction on Tiruchi-Dindigul highway at Seelapadi of 417.2 km which was built by NHAI. An under pass needs to be built on this highway at Seelapadi crossing for the benefit the local people.

Thank you.

[Translation]

SHRI DEVAJI PATEL (JALORE): Hon. Chairperson Sir, I rise to support the Demands for Grants of the Ministry of Road Transport and Highways presented by the Government of India in the Budget.

I would like to thank Respected Prime Minister Shri Narendra Modi, respected Shri Nitin Gadkari Ji and Shri V. K. Singh ji, who is sitting here. In the last seven years, they have given special emphasis on roads in transport sector and they have spread a network of roads across India. I remember Bharat Ratna, Hon. Atal Bihari Vajpayee ji, who started Pradhan Mantri Sadak Yojana and connected our villages. I have a rural background. At that time we used to see black roads. Although my residence is in Ahmedabad but when I used to come to Sanchor from Ahmedabad, we used to think that we should halt in the middle and then we should move further. Shri Atal ji, at that time, built the National Highway of Gujarat, later respected Modi ji and Shri Gadkari ji built highways across the country. They put their vision of India before us. Many people in my area are migrants.

13.23 hrs.

(Shri Kodikunnil Suresh *in the Chair*)

When I used to sit here in opposition, I used to demand many times. I used to say that “Marwaris have reached to the places where even the train services are not

available". We reached there, but there was no train service available in my area to come back. Hon. Modi ji's Government came in the year 2014 and the Government started building the National highways, so now people here talk less about trains. Now people take the road route from there and come directly to our area. After completing their work here, they reach back to their work places and resume their business and work. I would also like to thank them for this. I will not go into too many figures.

This time, 68 thousand crore rupees have been allocated more than the last year, so please keep in mind my constituency as well. I would like to request Shri V. K. Singh ji to keep certain amount of it for my area so that we could get some more projects. Please also include Churu in it.

Along with this, I would like to talk about the zero fuel policy. I feel very happy that today electric vehicles are there, which run three to four hundred kilometers. If the road is good then there will be a lot of benefit in terms of fuel savings that got wasted in commuting. As Shri Gadkari ji used to say and he has given figures that it will run on 50 paise or one rupee per kilometer. Today, this Ministry has brought down the prices of all kinds of the fuels in India in true sense. I thank him for this also.

A new topic about 'National Ropeway Development Programme' has also come to fore. Under this, contracts for eight projects of 60 kilometers have been awarded in the year 2022-23 and further work is being done on it. I would also like to thank Gadkari ji for this because from the tourism point of view, the National Ropeway Development Programme will also get a lot of boost. In Rajasthan too, this topic was raised that whoever comes to Rajasthan from outside prefers to pass through tourist places in Rajasthan.

We have Mount Abu, which is called Kashmir of Rajasthan. A mini Mount Abu similar to this Mount Abu is the fort of Jaswantpura in my Raniwada Assembly constituency. There is a Jalore fort nearby for which the Central Government had allocated money but the tender inviting authority, probably, does not have money

and it has shortage of funds. I would request Shri V. K. Singh that this should also be taken up so that the people of my area also get some benefits from the point of view of tourism because there are no big industries etc. in Jalore. We are mostly dependent on it in terms of migration so I would like to draw your attention towards it.

Along with this, I would also like to place some issues of my area before the Hon. Minister. A National Highway was inaugurated here in Udaipur by respected Shri Gadkari ji. He had also made an announcement in principle at that time that a national highway would be built here from Rohat to Sanchore via Jalore-Karda as the Sanchore Assembly constituency is just adjacent to Pakistan. The other side has Gujarat state border. I would like to request the Hon. Minister through you. ... (Interruptions) If the Hon. Minister notes it, I will make a request because Hon. Minister, if this part out of 68 thousand kilometers is completed then my work will be done. ... (*Interruptions*).

I would like to request the Hon. Minister that the announcement made at that time regarding the Rohat to Sanchor via Karda national highway may be included in 'Gatishakti' project. This highway will be of great use to us as it will be passing through all the five assembly constituencies of my area. It will connect my division, and the capital of Rajasthan and Delhi, which is the capital of the country, too. I give you 100 % guarantee that you will propose to make that road six-lane later because a lot of traffic passes through there. I would like to request you this much only.

Also, there is a black spot in Sanchore. Shri Gadkari ji had said that black spots may be selected with the suggestion of MPs. These black spots, where more accidents occur, should be eliminated from there. I had definitely told you earlier also about black spots for which you built a bridge. Now I would like to request about Raniwada-Sanchore four-lane road, where if not more, one accident in fifteen days occurs in which a life is lost.

Hon. Chairperson Sir, I have requested the authorities several times to declare it as a black spot and build a bridge there. I shall thank you if you build an elevated

bridge there because there is a main market. If a bridge is built here in place of black spots, the residents have not to die. NH-168 road is in Gujarat. Jherda village is also there. If the NH is merged at Sirohi after crossing Deesa, Dhanera and Jherda in Gujarat then the alignment of the Highway will be between Revdhar and Mandhar which are two big towns here. Due to this, many people have lost their lives there, many small children are hit by trucks and big vehicles. If you construct a bypass here, it will also be good. This highway leads to Kandla and the large consignments destined to Kandla Port leave from there. That's why the construction of this highway is very important. There is a need to construct a bypass from Jherda to Sirohi Marg via Revdhar and Mandar.

Mr.Chairperson Sir, I would like to mention one more issue that I have sent several proposals that the works related to Bhilmal, Punasa, Methi, Beri, Kalandi, Mansingh Road etc. should be done with the Central Road Fund. I have full hope, not only hope, but I have full faith, as Sushil Singh ji said that if we get even small roads then these will be helpful to us and our area will start walking on the path of development in true sense. I have already said that we come from a desert and a agricultural area. If farmers get these small roads, they will be greatly benefited and their children who want to do business will be able to go to small towns to do business. I would like to thank the Hon'ble Minister that he has permitted 'Bharat Mala' project through my area also. This scheme will promote development.

[English]

HON. CHAIRPERSON: Please conclude.

[Translation]

SHRI DEVJI PATEL: Hon'ble Chairperson, I want to talk about 'Bharat Mala' scheme. The land mafia did not let the rate of DLC to increase by persuading the farmer and it has become a sore point under the scheme to us. The Gehlot Government reduced the DLC rate. From here, Nitin Gadkari had told the Gehlot Government to send in writing about the money they want to give to the farmers as compensation under the 'Bharat Mala' scheme. He was ready to give that money but

the Government there is not giving that money. I would like to request the Minister, through you, that something should be done for DLC because of this the farmers are getting ruined. DLCs rates for land worth eight lakhs is only 25,000. This is sheer injustice being suffered by the farmer. If they want, they can see that the farmer is sliding towards destruction. They have taken land up to ten meters deep along with the road whereas. I am only asking for a service road where only tractors can ply.

HON. CHAIRPERSON: Please conclude.

SHRI DEVJI PATEL: Hon'ble Chairperson, I am going to conclude. I am saying that the land up to ten meter being acquired is of no use to them. If the farmer goes to the field with his tractor from that land, then there will be no quarrel with the other farmer and that farmer will be able to sow his land. By doing this our farmer will be happy.

Thank you, Hon'ble Chairperson for giving me this opportunity to speak.

[English]

SHRI P. RAVINDHRANATH (THENI): Hon. Chairperson, Sir, thank you for giving me the opportunity to speak on the Demand for Grant.

First of all, let me acknowledge the fact that we have an immensely future-savvy hon. Minister of Road Transport and Highways who embraces innovative and, at the same time, sustainable modes of infrastructure development aligning with the vision of our hon. Prime Minister, Shri Narendra Modi Ji. We must appreciate that our hon. Minister, Shri Nitin Jairam Gadkari Ji's innovative conceptions are fast transforming the Ministry of Road Transport and Highways into the leading engine of growth.

Sir, having recognised the significance of this sector in nation building, our hon. Prime Minister, Shri Narendra Modi Ji envisioned the PM Gati Shakti – National Master Plan to bring about synergy between infrastructure and logistics across the length and breadth of India. Through the PM Gati Shakti – National

Master Plan, our national highways network will be expanded by 25,000 kilometres in 2022-23, with an outlay of Rs. 20,000 crore.

Similarly, the Bharatmala Project -- with a project outlay of Rs. 5.35 lakh crore as launched by our Government -- is aimed at bringing smooth connectivity across the nation with improved roads and infrastructure. It is quite encouraging to see that Rs. 1,34,015 crore allocation towards NHAI -- which also includes the Bharatmala Pariyojana -- is the highest ever allocation standing at 67 per cent among the major Heads.

I am hopeful that States like Tamil Nadu, with a strong industrial and agricultural base, will receive its due share in the allocation.

Sir, I wish to request that southern districts of Tamil Nadu may be paid more attention while sanctioning projects as it will help in the economic advancement of this region.

Sir, in my Parliamentary Constituency – Theni, the pre-construction work of the four lane section of NH-85 between Usilampatty to Bodinayakkanur is pending approval of the Land Acquisition Committee. I wish to request the hon. Minister Shri Nitin Gadkari Ji to kindly intervene and ensure the speedy sanctions and clearances for this project.

As an extension of the above NH-85 projects, I request the Government to sanction a fresh DPR for the 25 km green-field project connecting this NH-85 from Usilampatty to NH-7 in Madurai, which passes through the new AllMS sanctioned in Madurai so that the entire project gets upgraded as a utility corridor.

Similarly, Sir, there is NH-183 from Dindigul to Kumily passing through my Theni Constituency which is operating as two-lane highway. However, over the years, the traffic along this Nation Highway has increased manifold with over 20,000 PCU (Passenger Car Unit) per day. With increased traffic, major accidents along this line have become routine. Ten black spots have been reported along this road.

Sir, it is my humble request that Hon. Minister may kindly sanction a new Green field four-lane project connecting Dindigul and Kumily through Theni District.

Sir, with this region being located along active tourism circuit and with the famous pilgrim shrines of Palani and Sabarimala critically dependent on this inadequate roadway for connectivity between Kerala and Tamil Nadu, a new four-lane will significantly help in providing the much-needed logistic connectivity alongside economic development of the region.

I also wish to mention here that several projects have been stalled or delayed indefinitely. In my Theni Parliamentary Constituency itself, the Sakkulathumettu Road project remains a dream for more than four decades pending for approval of forest department. I am of the opinion that development should be sustainable and should not be at the cost of destroying our environment. However, as our hon. Prime Minister Shri Narendra Modi envisages, more innovative techniques should be smartly integrated to balance infrastructural landscape with environmental protection. I wish to congratulate our hon. Minister of Road, Transport and Highways Shri Nitin Gadkari ji on the innovative and novel elevated National Highway 44 passing through the Pench Tiger Reserve in Madhya Pradesh benefitting not only humans in the region but also helping to protect animals thriving around the NH-44.

On similar lines, I wish to request sanctioning DPR for a National Highway connecting NH-183 in Tamil Nadu and NH-185 in Kerala benefitting both people as well as the wild animals in the region.

I also wish to suggest that much higher share may be allocated to heads like 'maintenance and road safety' that would increase the lifespan of roads as well as the motorists.

Similarly, contemporary technologies including artificial intelligence may be incorporated to improve the efficiency of the existing transportation infrastructure through real time traffic flow management.

With this, I wish to conclude by extending my support for the Demand for Grants for the Ministry of Road Transport and National Highways for the period 2022-23.

Thank you very much.

[Translation]

***SHRI HASMUKHBHAI S. PATEL (AHMEDABAD EAST):** I place my views on the Demands for Grants for the year 2022-23 of the Ministry of Road Transport and Highways.

Under the leadership of respected Prime Minister of the country Shri Narendrabhai Modiji, our Government is achieving new milestones in the road transport and highway sector. We are experiencing unprecedented changes. The country is really changing. The era of bad roads is over. From east to west and from north to south, a broad network of roads is spread all over India. Even words fall short to praise Honorable Prime Minister Shri Narendra Modi Ji, Hon'ble Minister of Road Transport and Highways Shri Gadkari Ji and Hon'ble Shri VK Singh Ji for the work being done in the field of road transport and highways across the entire country. I congratulate the Government for this.

Rs. 1,99,108 crore have been allocated for the year 2022-23 in the Union Budget, this is the highest allocation ever. By the year 2014, there were a total of 91,287 km of roads in our country. Till date, 1,41,190 kms of roads have been constructed. Earlier, construction pace was 11 kms/day and now it is being built at a rate of 37 kms per day. A master plan has to be prepared for expressways and the work of constructing 25,000 km of national highways is to be completed in 2022-23. Unified Logistics Interface platform is to be created so that data can be exchanged across all the operate mode operators. Open source mobility will also be built for seamless travel of passengers. Four multimodal logistics parks will be set up under the PPP model, which will be implemented in 2022-2023. For that, the Honorable Prime Minister Shri Narendra Bhai Modi and Honorable Minister are worthy of praise. I congratulate the Government for this.

I want to raise some important issues for the development of my Parliamentary Constituency Ahmedabad East. If the Government includes these

points in its plan then the problems of the people of Kunjad village will be solved. Ahmedabad-Indore National Highway No. 59 is being extended in my Parliamentary Constituency Ahmedabad East, where Kunjad village is situated. There is no service road parallel to the highway due to which the rural people are facing a lot of problems. If a service road parallel to the highway is made at Kunjad gaon then the traffic problems of the rural people will be solved and accidents can be stopped.

I once again thank the Honorable Prime Minister and the Honorable Minister of Road Transport and Highways a lot.

[English]

***SHRI DIPSINH SHANKARSINH RATHOD (SABARKANTHA):** I would like to express my views on the demands for grants of the budget 2022-23.

I would like to express my gratitude to Hon. Prime Minister and Hon. Minister for Roads, Transport & Highways for special consideration for development of Highways in my Sabarkantha Lok Sabha Constituency. (Gujarat).

The Central Government develops and maintains NHs through the NHAI. In 2022-23, NHAI has been allocated Rs. 1,34,015 crore, which is 106% more than the revised estimate of 2020-21.

In 2022-23, the Ministry of Road Transport and Highways has been allocated nearly Rs. 68,000 crore more than the revised expenditure in 2021-22. In absolute terms, this is the highest increase (from revised estimates of 2021-22) among all ministries in 2022-23. Nearly all of this additional allocation has been earmarked for investment in NHAI. After many years, NHAI will not have any borrowings, and rely entirely on budgetary resources. As of November 2021, NHAI'S total debt stood at Rs 3.38 lakh crore (1) This is nearly 150% more than the allocation to NHAI in 2022-23.

In the budget, the finance minister has come up with new plans.

PM Gati Shakti Master Plan for Expressways; The National Highways network and Rs. 20,000 crore will be mobilize through innovative ways of financing to complement public resources.

I would like to to thank our hon. Roads, Transport, and Highway Minister and his entire team for having nice development plan.

In my Sabarkantha Loksabha Constituency, Ministry has announced the road conversion from four lane into six lane from Chiloda (Gandhinagar) to Shamiaji.

The major part of the high is in Sabarkantha which connects Himmatnagar. The road construction process is very much slow and people are having lot of

* speech was laid on the Table

problem. I request the ministry for the fast process of the road construction and do needful for the same.

Upon consideration of above request, those would be an additional source of revenue to the Roads, Transport and Highway ministry, as well as means of travel to the habitants of Sabarkantha.

Keeping in view of support of the Ministry of Roads, Transport, and Highway in the past and hoping of considering to implement the pending requests at the earliest.

SHRIMATI PRATIBHA SINGH (MANDI): Thank you Sir for giving an opportunity to speak on the Demand for Grant under the control of the Ministry of Road Transport and Highways for 2022-23.

I represent the State of Himachal Pradesh and come from a Constituency where this work is going on but I would like to highlight certain points, which I feel during my tour the people told me about their grievances and whatever has to be done, it has to be brought to the notice of the Government of India.

The State of Himachal Pradesh is renowned for its natural beauty and roads are very vital infrastructure for rapid economic growth of the State. The development of important sectors of economy such as agriculture, horticulture, industry, and forestry depend upon efficient road network. In the absence of any other suitable, viable and economic modes of transportation like railways, airways and waterways, roads play a vital role in boosting the economy of the hilly State like Himachal Pradesh. Thus, it is vital for economic development of the State.

Easy availability, adaptability to individual needs and cost savings are some of the factors which go in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The NHAI has embarked on developing the following roads under four-laning project in Himachal Pradesh, for all of which work is in progress: -

1. Parwanoo – Solan – Shimla – Dhalli NH 22 (New NH-05)

2. Garamaura – Sawarghat – Mandi – Manali NH-21

The major benefits of four-laning/broadening of National Highways are: -

1. It will reduce the road length;
2. It will reduce considerable travel time;
3. It will create access to better healthcare facilities for the people;
4. It will reduce the number of road accidents and ensure free flow of traffic;
5. It shall economise the fuel consumption and wear and tear by 50 per cent, thus increasing efficiency.
6. It will substantially reduce environmental pollution.

Hon. Chairperson, Sir, I would now like to raise some of the very important issues pertaining to the on-going four-laning work of National Highways in Himachal Pradesh in this august House. The pace of the on-going four-laning work is much slow and with such a pace it will be extremely difficult to complete such economically and strategically important projects on time. During a recent visit to my Parliamentary constituency, local people have raised many grievances and demands with respect to the on-going four-laning work which I would like to present, through you, in this august House. The major grievances and demands raised by them are hereby summarised as: -

1. The on-going four-laning work led to change in the orientation of National Highways in many parts of the stretch and therefore, the local roads have been completely delineated from the National Highways due to which the general people are suffering a lot as their age-old accessibility has been hampered. Besides, there have been massive soil erosion in view of vertical cutting of hill sides, dumping of debris down the hills and felling of thousands of trees. These have caused irreparable damage. It has created unnecessary problems of water-logging, blockades and traffic jams to general public. Therefore, it is requested, through you, that some concrete way out should be formulated by developing service roads to connect village and local roads to newly

constructed four-laned National Highway to provide hassle free accessibility to local population and villages in public interest.

2. The other major issue is the issue of compensation provided in lieu of land acquisition to the affected parties. Roads undoubtedly are the lifeline in the hills, but the four-laning projects across the State has brought misery to thousands of people who were uprooted and has lost their livelihood. Only the circle rate has been taken into consideration and not the market rate. Other factors like market value, commercial viability, and productivity have not been taken into account while working out the compensation.
3. Tourism industry is the backbone of Himachal Pradesh. The tourism sector of Himachal Pradesh contributes seven per cent to the State GDP. Domestic tourist inflow in the State reached 16.83 million in 2019, while foreign tourist arrivals reached 3,83,000. As of December, 2019, there were 3,679 registered hotels in the State. A significant rise was noticed in domestic as well foreign tourist inflow during the last few years, but there is a sharp decrease of 81 per cent in tourist arrivals up to December, 2020.

Roads remain the main mode of transport in Himachal Pradesh, as you know that there is no air connectivity or rail line as such. So, people there depend on the roads. Hence, this should be given priority.

The geography of Himachal Pradesh presents considerable challenge to the development of transport infrastructure. Nevertheless, the State has made significant progress in road connectivity in the last few decades, thanks to the Congress Governments but the frequent long jams and blockades due to cutting excavation works for four-laning work on National Highways has impacted badly the tourism industry. Reckless cutting of hills for four-lane projects has become a bane of the tourism industry in Himachal Pradesh. Frequent landslides on National Highways resulting in traffic blockage and even accidents were making the tourists wary of visiting the State.

Roads are full of potholes. There had been reports of the key Parwanoo-Shimla and Kiratpur-Manali Highways being hit by landslides spelling doom for the tourism industry. Reports of landslides and disruption of traffic on key highways were hogging the headlines in newspapers and electronic media. As a result, the tourists had been forced to cancel bookings. The occupancy in hotels, which was about 60 per cent to 70 per cent before the four-lane work started, has come down to ten to twenty per cent.

Stakeholders were not taken into confidence before planning and execution of four-lane projects. Alternative routes are not carved out while existing routes are not maintained properly, discouraging the tourists from visiting the State. Hotel occupancy, as a result, went down. Bad road conditions and landslides had the worse impact on the adventure tourism in tribal areas and higher hills as travelling there turned into a nightmare.

Further, demolition of illegal constructions by administration also earned a bad name for the tourism industry. Fearing inconvenience, tourists were apprehensive of visiting Shimla, Manali, Dharamsala, and other parts of Himachal Pradesh.

As regards economy and loss of livelihood, there has been a substantial loss of livelihood. Considering the immense tourism potential in the State, especially Mandi-Kullu-Manali and Shimla area, the land along the road side has high commercial values for hotels, restaurants and eco resorts, many of which has been wiped off to make way for the project.

Tenants between Sundernagar and Manali, which fall in my constituency, who fall in the category of livelihood losers, have not been taken into account and identified. Such people have not just been uprooted or displaced but have also lost their livelihood.

On muck/debris management and environment hazards, there has been an intense environmental violation in the ongoing four-laning projects of National Highways. The dumping of debris is being done in an unscientific manner with the

result that loose debris has made its way into water bodies. While constructing roads, it is necessary to see that it should not be at the cost of environment.

The principle of sustainable development cannot be avoided.

At the end, I would like to draw your kind attention to some of the important issues of my Parliamentary constituency in specific pertaining to the National Highways of Himachal Pradesh for consideration and urgent action by the Ministry of Road Transport and Highways.

Bhuntar Bridge at Kullu is required to be constructed urgently to ensure all weather connectivity to the international tourist destination, Manali.

The State Government has already sent an estimate to the Ministry for obtaining necessary sanction, which may please be expedited.

Another bridge over Tirthan river at Dhaman at Sainj-Luhari-Anni-Jalori-Banjar-Aut Road is required to be constructed urgently to ensure all-weather connectivity and smooth flow of traffic because of heavy snowfall in this area. There will be a good connectivity to these areas by constructing this bridge.

Sir, I would like to say that Sainj-Luhari-Anni-Jalori-Banjar-Aut Road remains suspended for months during winter season due to heavy snowfall at Jalori Pass situated at an altitude of around 2,500 metres. The proposal for providing year-round connectivity by constructing a tunnel under Jalori Pass has been moving at a snail's pace. This needs to be prioritized by the Ministry for early construction of this tunnel.

Chandigarh-Manali-Mandi Road has strategic and economic importance for the State as it connects the world famous tourist destinations of Kullu and Manali with our national Capital. Making it a four-lane road is underway, but the existing road is badly damaged, causing a lot of inconvenience and discomfort to the road users.

The National Highway Authority needs to prioritise its maintenance work on war footing for the benefit of public at large. Adequate measures may be taken to

grant compensation for land acquisition as per the prevailing market rates (two times=circle rate x two = factor 1 and four times=circle rate x four = factor 2).

The Government may be directed to increase the pace of work so that the project is completed well within the time limit and directions may be given for the proper maintenance and regular repairing of the roads to facilitate the commuters.

There should be proper debris management so as to preserve the environment and ecology.

Way-side amenities should be developed along the roads to facilitate the commuters and tourists and provide livelihood and generate employment for the local people. Provision of service roads to connect the old roads/village roads to national highways should be done. There should be proper monitoring of ongoing four-lane work. Adequate measures and relief should be provided to the households who have been affected due to land acquisition and four-lane work.

These are some of the major issues. I would like that the Government take notice of these issues and the work should be done at a faster pace so that it is completed very soon.

Thank you.

ADV. A.M. ARIFF (ALAPPUZHA): Sir, I stand here on behalf of CPI(M) Party for the discussion on Demand for Grant of the Ministry of Road Transport and National Highways.

Sir, I take this opportunity to acknowledge the interest shown by the hon. Minister, Shri Nitin Gadkari, for the development of national highways in the State of Kerala in a time-bound manner. Unfortunately, he is not present here.

Road transportation is very vital for the development of the country and it has an important role in our economic growth and employment generation. However, unfortunately, this Government is adopting a policy of reducing its share drastically and relying on the private sector excessively for the development of roads. All the projects are implemented in Build-Own-Operate-Transfer (BOOT) mode.

13.54 hrs

(Shri A. Raja *in the Chair*)

Sir, by doing this, the entire burden is passed on to the travellers in the form of tolls to be paid by the road users. What is the end result of this? The result is that the private companies are looting the people for years and years and there is no transparency in the amount collected as tolls.

As per the agreement made by the NHAI with the private players, the tolls rates are to be reduced to 40 per cent after the construction cost is recovered.

But what is happening in reality? Every now and then, the toll rates are hiked at the whims and fancies of the companies. But the NHAI and the Central Government remain mute spectators. I demand the Government to come up with a white paper on the toll collected so far, as part of various projects in the country and bring the facts before the people. Once the toll booth is constructed, it will never be closed. The collection of toll will continue till the end of the world! For example, the toll booth in Maradu near Ernakulam was constructed three or four decades ago, but toll collection is continuing there till today. The amount collected is 10,000 times more than the amount spent for bridge construction. I request the hon. Minister to check it and take necessary action to stop toll collection there.

Sir, due to time constraint, I am not going into the issue of quality of roads which has already been mentioned by Dr. Vishnu Prasad and others. But I would like to know what is the mechanism for checking the quality of roads constructed by NHAI.

Now, I would like to request the Government to make some changes in the stipulations for construction of roads under PMGSY. The roads under PMGSY need to be modified on the basis of density of population and the land available in the States. I would request the Minister to relax the strict stipulations for construction of roads under PMGSY in the State of Kerala. I would also request the Minister to relax the norm regarding the width of the road. The width may be set as 4 metres in

Kerala due to the density of population. Then, the amount allotted for road safety is very low and I request that it should be enhanced.

Sir, I am proud to say that the Government of Kerala has taken a bold decision not to collect tolls for bridges built using State Government funds. This decision was taken in 2019 and toll collection for about 29 bridges were stopped. So, I urge upon the Union Government to stop collecting tolls for at least small projects so that the people are not overburdened.

Coming to road development in Kerala, the ruling LDF Government is making all efforts to develop both Coastal Highway and Hill Highway by using its own funds available through Kerala Infrastructure Investment Fund Board. But the Central Government is not only not ready to financially assist the Government of Kerala for construction of these highways, but it is also finding fault with the funds raised under Kerala Infrastructure Investment Fund Board. With the support of the Central Government, the State Government would be able to bring in more development and hence, I urge upon the hon. Minister to allot more funds for State Government projects.

Regarding the widening of National Highway 66 passing through Kerala, a number of problems with the currently approved designs have already been brought to the notice of the hon. Minister.

One of the major demands is relating to the construction of grade separator in Karunagapally town in Kollam District in my parliamentary constituency. Karunagapally is a major trade centre in Southern Kerala with shops and trade centres spread on both sides of the National Highway for more than one kilometre and it is nearer to the very famous Amritanandmayi Mutt.

Hospitals, schools and government officers are also spread on both sides of the road. The proposed construction of a grade separator will literally divide the town, making travelling from one side to the other side difficult.

It will badly affect the prospects of future development of the town. With the construction of the first bow-string arch type bridge in Valiazhikal is near Karunagapally, it is all set to become an entry point for coastal tourism destinations.

So, I demand that the hon. Minister should urgently intervene for changing the approved design for the grade separator and instead consider construction of an elevated highway in the form of an open flyover in Karunagapally.

Sir, another important stretch is the Aroor-Thravoor part of National Highway 66 where no concrete decision has been taken regarding the design. I request the Government to put the design on NHAI's website for the knowledge of the people as early as possible.

Then, there is an urgent need to complete the widening of National Highways in Kerala on a war footing so that movement of vehicles would become easy.

With these words, I conclude.

14.00 hrs

KUNWAR DANISH ALI (AMROHA): I am thankful to you, Mr. Chairman, Sir, for giving me this opportunity to speak on the Demands for Grants relating to the Ministry of Road Transport and Highways for 2022-23.

[Translation]

Sir, this is a Ministry which has really done a lot of work in the country. Personally, I would also like to compliment the Hon'ble Ministers for the continuous and good work done by this Ministry in the last several years. Whenever there is any problem pointed out by MPs, the Minister of this Ministry Shri Nitin Gadkari ji, who is not in the house today, has always taken it up seriously.

Sir, I understand that this is also a priority Ministry of the Government. The allocation made this year is about Rs 68,000 crore. This is 52 percent more than last year's allocation. Along with this, in the documents that I was seeing, there is a

matter of concern that NHAI is in debt of about Rs.3,38,000 crores. How to get out of this in the coming times is a matter of grave concern.

Hon'ble Chairperson, I would like to say, through you, to the Hon'ble Minister that National Highways are being built but the condition of State Highways within the States is very bad. The allocation of your department for Bharatmala project which is being carried out by the State PWD, is negligible. Not even 10 percent has been allocated from the expenditure limit fixed by your department itself. If I am correct, only Rs 200 crore has been allocated, whereas the allocation should be of Rs 5 to 6 thousand crore. After the year 2016-17, the allocation of the Ministry has increased three times in this budget. But, the pace of road construction has not increased in the same ratio. The allocation of money has tripled but there is a lot of disparity in the pace of highway construction. If we compare present pace with that of in year 2016-17, it is only 63 percent now.

Hon'ble Chairperson Sir, the National Highways Authority of India is a large organisation, a good organisation but the problem is that majority of the officers posted there used to be on deputation. Recently, we saw that the post of Chairman, NHAI had been lying vacant for a long time. Several important posts are lying vacant for a long time even to date. Hon'ble Minister General V.K. Singh Ji is present in the House. Through you, I would like to appeal the Government that all the recruitments in NHAI should be direct recruitments. There are very few recruitments taking place at the level of General Manager. If the officers are recruited directly, they are more loyal to their own department instead of feeling like tenants in a house. They know it well that after 11 months either the renewal agreement is to be signed or they will have to leave after completion of three years.

Sir, I am a Desi person and use native language. If there is direct recruitment, it is obvious that his loyalty will be more. An issue of maintenance came to my notice. It is easy to construct roads and highways but their maintenance is not easy. The roads being constructed for the people particularly for the people of the area where service roads are constructed, their condition is very pathetic.

I was surprised to note that only 60 percent of the amount allocated for maintenance has been utilised during 2018-19 and 2019-20. You will utilise it if you are to construct a big highway costing thousands of crores of rupees. Big companies will approach for taking up large works but for petty low cost works, either people are not forthcoming or you are not willing to take up. You had fixed target of constructing 12,000 kms of highways this year. The length of roads constructed is 8,278 kms only till 10th of this month. You are getting funds but somewhere something is amiss somewhere. I understand that important posts remained vacant while the data for the previous year is quite good.

Hon'ble Chairperson Sir, I would like to inform you regarding some of the problems of my area without going into much details. The National Highway 709 A from Meerut to Garh Mukteshwar bypass is under construction. I have mentioned earlier also that we make schemes but if suggestions are asked from the public representatives while preparing DPRs, perhaps major schemes will get implemented very easily. The MPs and MLAs come to know about the Highway when it get completed or when the construction starts. I happened to pass through this very Highway. The new bypass planned to be constructed, connects three States. Thirty villages of my constituency are affected with it. All the pilgrims going towards Hastinapur from Mathura take this route only which connects Shahpur and Kithaur Marg through Kuchesar Chopla. This Highway is being constructed adjoining residential areas. I had paid a visit there and would request the Hon'ble Minister also to pay a visit. There is populated area and the Highway is being constructed close to the populated area while the jungle there lies unused. When the DPR was being prepared, it could have covered bit more of the area. Through you, I would like to place mine as well as the demand of the residents of the area that this road from Shahpur to Kithaur Marg through Kuchesar Chopla which connects 30-35 villages does not have an entry-exit point (cut) for boarding and de-boarding. I will forward a letter also to you in this regard. There should be an entry-exit point (cut) there, otherwise people will go to Kithaur via town. Their lands have been acquired for the

purpose while the residents of these villages will not get benefitted. On the other hand, visitors from other places will simply pass through.

Sir, I have one more matter. Making of highways is good thing. Yesterday, I have returned from my Constituency. Last year in response to one of my questions on 18 March the Honorable Minister announced that all toll plazas would be abolished within a year. The public thought that it would be free but it was planned that GPS would be installed in the vehicles and there would be no toll plaza. I would like to say that fast tags are not working. The people running tolls booths should be told to use latest machines so that free access is restricted to minimum. Some people are placing demands for the highway being built inside Gajraula. Many a times, under the pressure of public representatives, cuts are allowed at such places where there are huge chances of accidents. One should not come under any such pressure. The cuts should be avoided at the black spots at any cost. If even one person dies, we would be responsible for that. We have to take care of this.

جناب، یہ ایک ایسی وزارت ہے جس نے واقعی ملک میں بہت کام کیا ہے۔ میں اپنی طرف سے ذاتی طور پر بھی اس وزارت کے وزیر کو کمپلیمینٹ دینا چاہوں گا کہ اس وزارت نے پچھلے کئی سالوں میں لگاتار بہت اچھا کام کیا ہے۔ جب بھی ممبران کو کوئی مسئلہ پیش آتا ہے تو اس وزارت کے جو وزیر ہیں نِتَن گڈکری صاحب آج ایوان میں نہیں ہیں، وہ ہمیشہ سیریسلی ٹیک اپ کرتے ہیں۔

جناب، میں سمجھتا ہوں کہ یہ سرکار کا بھی ایک پرائوریٹی والا منترالیہ ہے۔ اس سال جو ایلوکیشن ہوا، وہ تقریباً 68000 کروڑ روپے کا ہے۔ یہ پچھلے سال کی ایلوکیشن سے 52 فیصد زیادہ ہے۔ اس کے ساتھ ہی جو میں ڈاکیومنٹس دیکھ رہا تھا، اس میں تشویش کا موضوع بھی آتا ہے کہ این۔ایچ۔اے۔آئی۔ تقریباً 338000 کروڑ روپے کے قرض میں ہے۔ آنے والے وقت میں کیسے اس سے نکلا جائے گا، یہ بہت تشویش کی بات ہے۔

چیرمین صاحب، میں آپ کے ذریعہ سے منتری جی سے کہنا چاہوں گا کہ نیشنل ہائی ویز تو بن رہے ہیں، لیکن ریاستوں کے اندر اسٹیٹ ہائی ویز کی حالت بہت خراب ہے۔ آپ کے ڈیپارٹمنٹ کا جو ایلوکیشن ہے، بھارت مالا پری یوجنا کے تحت پی۔ڈبلیو۔ڈی۔ جس پر کام کرتی ہے، وہ ایلوکیشن بالکل نہ کے برابر ہے۔ آپ کے ڈیپارٹمنٹ نے خود اس کی جو سیما مقرر کی تھی اس سے میں سمجھتا ہوں کہ آپ نے 10 فیصد بھی ایلوکیشن نہیں کیا۔ اگر میرا آنکڑا سہی ہے تو صرف 200 کروڑ روپے کئیے ہیں، جبکہ پانچ سے چھ ہزار کروڑ روپے کا ایلوکیشن ہونا چاہیے۔ سال 2016-17 کے بعد اس بجٹ میں وزارت کا ایلوکیشن تین گنا بڑھا ہے۔ لیکن سڑک بنانے کی جو رفتار ہے، وہ اس رفتار سے نہیں بڑھی ہے۔ پیسے کا ایلوکیشن تین گنا بڑھا ہے، لیکن ہائی وے بنانے کی جو رفتار ہے اس میں کافی ڈسپیریٹی ہے۔ اگر ہم سال 2016-17 سے ابھی تک کا ملان کریں تو یہ صرف 63 فیصد ہوتا ہے۔

محترم چیرمین صاحب، نیشنل ہائی وے اتھارٹی آف انڈیا ایک بہت بڑا آرگنائزیشن ہے، یہ اچھا آرگنائزیشن ہے، لیکن دقت یہ ہے کہ وہاں پر جتنے بھی افسران آتے ہیں، وہ زیادہ تر ڈیپوٹیشن پر آتے ہیں۔ پچھلے دنوں ہم نے دیکھا کافی وقت تک این۔ایچ۔اے۔آئی۔ کی پوسٹ خالی رہی۔ کافی لمبے وقت سے آج بھی کئی امپورٹینٹ پوسٹس خالی ہیں۔ محترم وزیر جنرل وی۔کے۔ سنگھ صاحب یہاں بیٹھے ہیں۔ میری آپ کے ذریعہ سرکار سے یہ اپیل ہے کہ آپ این۔ایچ۔اے۔آئی۔ میں جو بھی ریکرٹمنٹ کریں، اگر اس میں ڈائریکٹ ریکرٹمنٹ ہو، جنرل مینیجر کے لیول پر بہت ہی کم ریکرٹمنٹ ہو رہا ہے، اگر افسران کی ڈائریکٹ ریکرٹمنٹ ہوگی تو ان کی لائنٹی اپنے ڈیپارٹمنٹ کے لئے زیادہ ہوتی ہے، بجائے اس کے کہ کوئی کرائے دار گھر میں جائے۔ اس کو معلوم ہے کہ 11 مہینے بعد یا تو دوبارہ ایگریمنٹ رینیو ہونا ہے یا مجھے تین سال رہنا ہے اور اس کے بعد نکل جانا ہے۔

جناب، میں دیسی آدمی ہوں اور دیسی زبان کا استعمال کرتا ہوں۔ اگر ڈائریکٹ ریکرٹمنٹ ہوگی تو ذہر سی بات ہے کہ اس کی لائیٹی زیادہ ہوگی۔ ہماری جانکاری میں مینٹی نینس کی ایک بات آئی۔ سڑک بنانا آسان ہے، ہائی ویز بنانا آسان ہے، لیکن اس کی مینٹی نینس آسان نہیں ہے۔ جو چیز آپ عوام کے لئے بنا رہے ہیں، خاص طور سے اس علاقے کی عوام کے لئے بنا رہے ہیں، جہاں پر سروس روڈس بنتی ہیں، ان کی حالت بہت ہی خراب ہے۔ مجھے ڈوکیومنٹس دیکھ کر تعجب ہوا کہ جو مینٹی نینس کا ایلوکیشن تھا، اس کا 2018-19 اور 2019-20 میں صرف 60 فیصد ہی استعمال ہوا ہے۔ ہزاروں کروڑ روپیے کا بڑا ہائی وے بنانا ہے تو آپ استعمال کریں گے۔ بڑا کام لینے کے لئے بڑی کمپنیز آجائیں گی، لیکن چھوٹا موٹا کام کرنے کے لئے، مینٹی نینس کے لئے یا تو آپ کے پاس لوگ نہیں آ رہے ہیں یا آپ کرنا نہیں چاہتے ہیں۔ اس سال کا ہائی ویز بنانے کا آپ کا ٹارگیٹ 12 ہزار کلومیٹر کا تھا۔ اس مہینے کی 10 تاریخ تک وہ آنکڑا صرف 8278 کلومیٹر ہے۔ آپ کو فنڈس مل رہے ہیں، لیکن کہیں نہ کہیں کوئی گڑبڑی بیج میں ہے۔ میں سمجھتا ہوں کہ وہ یہ بھی ہے کہ پچھلے دنوں این۔ایچ۔اے۔آئی۔ میں اہم پوسٹس خالی رہی تھیں، جبکہ پچھلے سال کا اچھا آنکڑا تھا۔

چیرمین صاحب، میں زیادہ کچھ نہ کہتے ہوئے اپنے پارلیمانی حلقہ کے کچھ مسائل سے آپ کو روبرو کرانا چاہتا ہوں۔ میرٹھ۔ گڑھ ہائی پاس بن رہا ہے، نیشنل ہائی وے 709-اے۔ میں نے پہلے بھی کہا کہ ہم یوجنائیں بناتے ہیں، لیکن ڈی۔پی۔آر۔ بناتے وقت اگر عوامی نمائندوں سے مشورے لئے جائیں تو شاید بہت آسانی سے لمبی یوجنائیں امپلیمینٹ ہوں گی۔ جب ہائی بن جاتا ہے یا بننے لگتا ہے، تب ایم۔پی۔، ایم۔ایل۔اے۔ کو پتہ چلتا ہے۔ میں پچھلے ہفتے اسے ہائی وے پر گیا تھا۔ جو نیا ہائی پاس بننا ہے، وہ تین ریاستوں کو جوڑتا ہے۔ میرے پارلیمانی حلقہ کے تیس گاؤں اس سے متاثر ہیں۔ متھرا سے ہستناپور جانے والے تیرتھ یاتری سب اسی راستے کو لیتے ہیں، جو کوچیسر چوپلا سے ہو کر شاہ پور اور کٹھوڑ مارگ کو جوڑتا ہے۔ آبادی سے بالکل ملا ہوا یہ نیا ہائی پاس بن رہا ہے۔ میں وہاں گیا تھا، میں چاہوں گا کہ منتری جی آپ بھی وہاں جائیے۔ وہاں آبادی ہے اور آبادی سے لگا ہوا ہائی وے آپ بنا رہے ہیں، جبکہ جنگل خالی پڑا ہوا ہے۔ جب ڈی۔پی۔آر۔ بننا تھا تو اس کو تھوڑا اور آگے لیا جا سکتا تھا۔ میری آپ کے ذریعہ سے ڈیمانڈ ہے، جو وہاں کے لوگوں کی بھی ڈیمانڈ ہے، یہ جو راستہ ہے، کوچیسر چوپلا سے شاہ پور، کٹھوڑ مارگ، جو کہ 30-35 گاؤں سے جڑا ہوا ہے، وہاں پر اترنے اور چڑھنے کے لئے کٹ نہیں دیا گیا ہے۔ میں آپ کو اس کا خط بھی دوں گا، ورنہ لوگ پھر کٹھوڑ میں قصبہ میں سے نکل کر جائیں گے۔ ان کو کئی فائدہ اس لئے نہیں ہوگا کہ زمین ان گاؤں کے لوگوں کی جا رہی ہے، لیکن فائدہ ان کو نہیں ہوگا۔ صرف دور سے آنے والے لوگ اوپر سے چلے جائیں گے۔

جناب، میرا ایک میٹر اور ہے، آپ ہائی وے بناتے ہیں یہ اچھی بات ہے۔ میں کل اپنے پارلیمانی حلقہ سے ہو کر آیا ہوں۔ محترم وزیر نے پچھلے سال 18 مارچ کو میرے ایک سوال کے جواب میں یہ

اعلان کیا تھا کہ ایک سال کے اندر سارے ٹول پلازہ ختم کر دئے جائیں گے۔ عوام نے سوچا شاید فری ہونے والا ہے، لیکن یہ ہونا تھا کہ جی۔پی۔ایس۔ گاڑیوں میں لگائیں گے اور کہیں کوئی ٹول پلازہ نہیں ہوگا۔ میں کہنا چاہتا ہوں کہ فاسٹ ٹیگس کام نہیں کرتے ہیں۔ جو لوگ ٹول چلاتے ہیں، آپ ان کو کہئے کہ وہ ایسی جدید مشینیں لائیں کہ کم سے کم فری ایکسز ہو۔ گجروہ کے اندر جو ہائی وے بن رہا ہے، یہاں پر کچھ لوگ ڈیمانڈ کر رہے ہیں۔ کئی بار عوامی نمائندوں کے پریشر میں آکر ہم لوگ ایسی جگہ کٹ دے دیتے ہیں، جہاں پر ایکسیڈنٹس ہونے کے بہت چانسز ہوتے ہیں۔ ایسے کسی بھی دباؤ میں نہیں آنا چاہیے۔ جو بلیک سپاٹس ہیں، ان پر کسی بھی قیمت پر کٹ نہیں ہونا چاہئے۔ اگر کسی ایک انسان کی بھی جان جاتی ہے، تو ہم لوگ اس کے لئے ذمہ دار ہو سکتے ہیں، ہمیں اس بات کا خیال رکھنا ہوگا۔

(ختم شد)

[Translation]

SHRI RAM KRIPAL YADAV (PATLIPUTRA): Hon. Chairperson Sir, today I rise to speak in support of the Union Budget Demand for Grants for the Financial Year 2022-23 of the Ministry of Road Transport and Highways. I express my special thanks to you for giving me this opportunity to speak.

Sir, I express my gratitude to Hon'ble Prime Minister, Hon'ble Nitin Gadkari ji, Hon'ble General V.K. Singh ji who have done great work in a very short time. They have worked to give a new look and a new picture of the country through their works.

Through you, I would like to take the House into the pages of history. In the year 1950-51, there were 91,800 kilometers of National Highways in India. In the year 2014, it increased to 92,000 kilometers and in the year 2020-21, it increased to 1,41,000 kilometers.

Sir, you should see the commitment of the Government and its ability to work. The vision of Hon'ble Prime Minister Modi ji, Nitin Gadkari ji and V.K.Singh ji is worth seeing. In sixty three years, 73,000 kilometers of highways were constructed. At the same time, 50,000 kilometers of highways were constructed in eight years by the Government of Hon'ble Modi ji. I think it has created history in itself.

Sir, Hon'ble Members of the Congress party were telling about the ten years tenure of the UPA Government. I would like to give some data. During the 10 years of UPA rule, a total of 50,000 kilometers of NH was constructed with the cost of Rs 1,54,000 crore. On the other hand, during the reign NDA Government, in 2022-23, 25,000 kilometers of NH was constructed in just one year, for which a budget provision of Rs 1,99,000 crore has been made. This budget is 52 percent more than that of last year. See the vision and commitment of the Government. Twelve kilometers of NH was being constructed per day in the year 2014-15, whereas about 36.5 kilometers of NH is being constructed per day in the year 2020-21. The pace of this work should be observed.

Sir, with these figures, I neither aim to make any criticism of the previous Government nor do I intend to praise my Government any more. The Honourable Prime Minister says that the development of the country's infrastructure should be kept aside from politics. The infrastructure of the country is not the ideology of any party but the path of development for a country. This is the thought of our Hon. Prime Minister.

While announcing the PM Gati Shakti National Master Plan worth Rs 100 lakh crore from the ramparts of the Red Fort during the Amrit Kaal of the Amrit Mahotsav in the country, the Honourable Prime Minister said that in this decade of Amrit Kaal, PM Gati Shakti would rejuvenate India and the implementation of the scheme has also been started.

For the first time in independent India, a Prime Minister has formulated a National Master Plan for the development of state-of-the-art, world-class holistic and integrated infrastructure in India. Multi-modal connectivity will be developed in this country. Economic activities will be intensified in the villages in the country and a large number of employment opportunities will also be created. Seven sectors have been identified to boost PM Gati Shakti. It has been decided to construct road, air, rail, airport, freight transport, waterways, and logistic infrastructure under the said scheme.

The Reserve Bank of India and other institutes have estimated that if the Government of India spends 1 rupee on creating infrastructure, it leads to increase in GDP of the country by two and a half to three and a half rupees.

Investment in infrastructure will bring down logistics costs. Logistics cost in India is 13 to 14 percent presently, and the Government is trying to bring it down to eight percent. This will make India's goods cheaper in the global market and increase exports. The PM Gati Shakti is going to play an important role in making India's economy self-reliant and taking it to a five trillion dollar economy.

Sir, social justice is a pre-requisite for the betterment of the society. Likewise, development is also necessary for bringing balance in the country. Under PM Gati Shakti, world-class and modern multi-modal connectivity infrastructures for the last mile connectivity to last person and infrastructures for connecting lands to ports and ports to lands will be developed. The eco-system of startups will be developed from villages to ports. On this occasion, I would like to salute the honourable former Prime Minister Shri Atal Bihari Vajpayee ji, who for the first time since independence launched the Golden Quadrilateral Scheme for the constructions of four-lane roads and the Pradhan Mantri Gramin Sadak Yojana for the connectivity in rural India with an aim to build a new India. Consequent to such foundations, today, India has been ranked after USA in length of roads by the global surveys.

[English]

HON. CHAIRPERSON: Do you not want anything for your constituency?

SHRI RAM KRIPAL YADAV: Yes.

HON. CHAIRPERSON: Please put your demands and sit down.

[Translation]

SHRI RAM KRIPAL YADAV: Sir, all the States of the country are progressing with the rapid construction of Parvatmala, Sagarmala, Bharatmala, Highways, Waterways, Roadways, Railways, Economic Corridor and Defence Corridor under PM Gati Shakti. I express my gratitude to the Hon. Prime Minister that under the said policy, a network of roads is being constructed rapidly in Bihar, Uttar Pradesh,

West Bengal, and North-Eastern region. The work, is being carried out at fast pace in Uttarakhand, Kashmir, Ladakh, Himachal Pradesh and in border areas from tourism point of view. Religious tourism is being promoted with the construction of Ram Janki Marg, Ayodhya Marg and Buddha Circuit Marg. I submit to the Hon. Minister that all the Jyotirlingas of India are not connected with four lane roads so I demand that these may be connected and Mahadev circuit should be constructed.

I would like to thank the Minister of Road, Transport and National Highways, Shri Nitin Gadkari ji because he always asks the MPs be of any political party to bring the proposal of projects, to bring the clearance of 80% land and he will sanction it. There is no shortage of money.

Sir, I would like to raise the point related to my Parliamentary Constituency through this discussion.

[English]

HON. CHAIRPERSON: That is why, I gave you time to talk about your constituency. But now you are coming to that after your time is over. Please conclude.

SHRI RAM KRIPAL YADAV: Sir, I am concluding. *[Translation]* There is Maner on Ram Nagar Kanholi, Patna Six Lane Ring Road Project, which is a very important part of my Parliamentary Constituency and also a legislative assembly. A bridge on river Ganga at Saidpur is proposed to be constructed. It has been sanctioned in principle. The nearby area is Danapur and Diara and very poor people live there and their population is about 70,000 to 75,000. I have requested the Hon. Minister to construct ramp on both sides of the bridge at Diara. I, once again, request that further action may be taken in this regard.

Kindly construct a flyover between Anishabad to Zero Mile on National Highway 30 passing through Ramakrishna Nagar, Khemnichak and Jaganpura. Probably, it has been approved, but the work has not started yet. I request him to pay attention to this also.

HON. CHAIRPERSON: It is okay. Please finish it within a minute.

SHRI RAM KRIPAL YADAV: I am concluding my speech. A service lane may be constructed on both sides of National Highway-30 between Anisabad to Zero Mile. National Highway-139 from Aurangabad to Patna should be converted into four lanes. Sushil Singh ji has also talked about this.

An underpass should be constructed at Kansari village near Beldarichak on the six lanes National Highway passing through Ramnagar Kanhauli. It is urgently required. A four lane road should be constructed on Nathupur Bhusaula, the cancelled alignment of Patna-Buxar National Highway, by making it a part of NH-139 so that a by-pass road can be constructed from Anisabad to AIIMS, Phulwari and it can be freed from traffic jam.

The construction work of Masodhi-Punpun section of Patna-Dobhi NH-30 should be expedited. The work which is in progress should be completed at the earliest.

A service lane should be constructed at Nadaul on Patna-Gaya-Dobhi NH-83. This is a matter related to my Parliamentary Constituency, on which I want to draw the attention of the Government through you.

In the end, I once again support this demand for grants. I conclude with special thanks. Thank you.

[Translation]

SHRI HANUMAN BENIWAL (NAGAUR): Hon'ble Chairperson Sir, I am very thankful to you for giving me an opportunity to take part in the discussion on the Demand for Grants pertaining to the Ministry of Road Transport and Highways.

Hon'ble Chairperson Sir, it is before the entire country now. Any country in the world is termed as developed or developing only where there is a good network of roads. There are several villages and areas which do not have road connectivity even after 70 years of independence. The Pradhan Mantri Gram Sadak Yojana was launched. The funds from the Union Government are also disbursed to the States for various schemes but it is regrettable that even after much boastful talks, in today's

independent India also there are several hamlets (Dhaanees) and villages without road connectivity though we are going to celebrate the 75th anniversary of independence. I hail from the Marwar region of the desert state where people have a very different approach towards roads. There are several hamlets and villages even today, where arrangement for transport becomes impossible if someone falls ill and people succumb on the way itself. I would like to demand from the Union Government in Delhi that this country will not be able to be termed as developed country until all the hamlets and villages are not connected with roads. We have a huge scheme. Though this matter does not pertain to the Ministry of Road Transport and Highways. This scheme is under Pradhan Mantri Gram Sadak Yojana. You have connected the villages but the hamlets still remain unconnected. Since the current discussion is on the subject of roads, I would like to demand that every hamlet of the country with population of 50 to 100 people should be connected with roads under the said scheme. You should provide funds to the States since several States are not in a position to provide funds. The Union Government should help them.

Hon'ble Chairperson Sir, this time Rs. 68,000 crores more has been allocated in the Budget in comparison to the previous year. I would expect that the Hon'ble Minister shall pay special attention towards Rajasthan. Hon'ble Minister, General V.K.Singh ji is present in the House. Hon'ble Nitin Gadkari ji inaugurated several roads in the country during Corona period. We had also attended those functions through Video Conferencing (VC). He had made several announcements at that time. It is unfortunate that his announcements have not materialised on ground even after two years. What is the reason of non implementation of the announcements of the Hon'ble Minister? He had made those announcements through VC from Delhi. We had also joined VC. We had put up some demands. But, it is unfortunate and indicative of the dilution of the authority of the Minister in Delhi due to which the schemes announced by him have not been materialised on ground. Hon'ble Minister is not in the House today. Everyone is asking as to why he is not there in the House.

SHRI RAJIV PRATAP RUDY (SARAN): He is listening everything.

SHRI HANUMAN BENIWAL: The Hon'ble senior Minister is not listening.

SHRI RAJIV PRATAP RUDY: He is also listening sitting in his chamber.

SHRI HANUMAN BENIWAL: He should have come here. It would have been better, had he been here in the House.

[ENGLISH]

HON'BLE CHAIRPERSON: Do not indulge in cross talk. Please address the Chair.

... (*Interruptions*)

[TRANSLATION]

SHRI HANUMAN BENIWAL: Hon'ble Chairperson Sir, everyone has appreciated the Hon'ble Minister. The Government may be worried as to why the Hon'ble Minister is getting so much praise. The Government thinks as per its own view point. Therefore, the announcements made by him may not be fulfilled. I would like that the announcements made by the Minister at the time of the inauguration in the presence of MPs, whether from the Government or the opposition side, should be fulfilled. This is wish of all those MPs. It is true that he tries to fulfil the demands of anyone who approaches him. He is a very positive person. But, what is the use of empty talks? We need works to be executed. Elections will approach. We will not get votes merely on the basis of talks. We will have to work to get votes. ... (*Interruptions*) I would like to request you to take up our work. I would like to request the Hon'ble Minister, Hon'ble Minister of State is present in the House. He will convey my feelings to him. The development of roads is stressed the most while developing the infrastructure for development. The Government untiringly boasts of the construction of roads while mentioning its developmental achievements. But, there is no desired level of seriousness regarding the safety measures on these roads.

This is the reason why most fatal accidents happen to be seen on highways. Recently, in the year 2020 alone, 47,984 people have lost their lives in road accidents even with nearly three months of lockdown. Five major accidents that happened in Uttarakhand and Rajasthan in February 2022 are proof of this. The

roads on the hills are anyway considered more dangerous and accident prone than those in the plains. But it is often seen that installing iron fences etc. towards edges for protection at the time of accidents is not considered necessary due to which the vehicles fall into deep ditch as soon as they lose balance.

Hon'ble Chairperson Sir, highways have been constructed without any speed restriction on them. However, the sides of the roads have been often left open due to which stray animals suddenly come on road due to which high-speed vehicles lose balance and crash. Even if the tyre of a vehicle goes into the soil even by mistake due to rain etc., it slips and crashes. Still, many highways have been developed in such a way that on the stretches when they pass through towns and villages etc., it does not seem to be a highway. They look like normal roads. It's a job fraught with dangers. Therefore, there has been a long-standing demand that while developing highways, the security arrangements should also be strengthened so that accidents on them can be prevented. Regrettably, no serious attention has been paid towards this so far.

Hon'ble Chairperson Sir, I will also talk about quality control. Quality control boards are there whether in States or within the country. When we raise demand, you send engineers to probe. Since an engineer only will investigate the engineer, till date I have not seen contractors and engineers going to jail. Roads that are constructed spending crores or rupees have a five-year guarantee also. However, only after a year that road develops potholes, irrespective of whether it is made of CRF or it is State or National Highway. At some of the places, the surface layer comes out within three days. The entire matter is covered up in paper work when the quality control team goes there. I would like that the quality control should be checked in a robust manner. I would like to request if someone commits some wrong doing or scam, if an engineer or contractor is guilty, he should be punished.

Hon'ble Chairperson Sir, I will speak about toll tax. Going by newspaper reports, toll tax rates on Expressways and National Highways can go up by 10 percent from the month of April. There is a possibility. Every day we also read the

news that the Government has hiked excise duty and road cess on diesel and petrol. Seeing this, it seems that there will hardly be any country where passengers have to pay three layers of tax only to walk on the road. India is the first country in the entire world where the general public has to pay three types of taxes i.e. Road Cess, Road Tax and Toll Tax. If we talk about long distances, there are very few roads on which toll tax is not levied. The Government charges Road Cess on diesel-petrol on per litre basis which is utilised to build roads, bridges, underpasses and other infrastructure related to the road. ... (*Interruptions*) The Government collects it from people using petrol and diesel. A consumer in India pays Road Cess of Rs. 10 for every litre of diesel and petrol. Even after paying this cess, the consumer has to again pay toll tax on every highway. Even after paying so much of toll tax, no passenger can get rid of the problem of potholes and traffic jams.

Hon'ble Chairperson Sir, construction of wider roads like Expressways, including the development of Highways was also aimed at ensuring easy movement of vehicles but the extent to which private companies have been given a free hand to collect toll tax from vehicles on roads has been questioned many a times even by the Comptroller and Auditor General of India (C&AG). In many cases, the Government itself has given time more than prescribed for collecting tolls to highways developing private companies. Companies building roads for the purpose of smooth traffic have been collecting tolls for years. While the expenses and profits incurred on constructing these roads have been recovered long back in many places. According to a report, Rajasthan is the third State after Maharashtra and Uttar Pradesh where driving on the highway is expensive.

HON. CHAIRPERSON: Hanuman Beniwal ji, please conclude.

SHRI HANUMAN BENIWAL: Hon'ble Chairperson Sir, I would like to demand from the Government that its every scheme should reach the common and poor people. It should come forward with such a scheme which not compel the people of India to pay toll tax and which may make the country toll free. National Democratic Party is talking about toll free regime even inside Rajasthan. Last time, the State

Government had made State Highways toll free. I would like to demand that the country should be made toll free. The Government is increasing the prices of petrol and diesel and it has crossed Rs.100. Since the UPA Government, the price of petrol and diesel has crossed Rs.100. How would a person be able to drive? How can a poor man think that he would drive a car on the road? If a trucker leaves with a truck from any of the four metropolitan cities and goes around the country and comes back to his home he has to pay a toll of about Rs. 25,000. It's unfortunate thing. I'll conclude within in a minute or so. I would also like to give some suggestions.

Hon'ble Chairperson Sir, I would like to demand that the country should be toll free. There have been 1,40,843 road accidents on the National Highway in the year 2018, 1,37,191 in the year 2019 and 1,16,496 in the year 2020. The Hon'ble Minister is worried about this but preventing road accidents on National Highways is a big challenge. Therefore, I urge that strict steps should be taken to improve the black spots which were identified and which are yet to be identified.

Sir, I would like to know from the Hon'ble Minister whether the toll tax collection on National Highways like Jaipur-Kishangarh, Gurugram-Jaipur, Reengus-Jaipur and Jaipur-Mahua and Jaipur-Tonk-Deoli passing through Rajasthan has crossed the cost of construction of these highways. ...(*Interruptions*) whether in such a situation, the Hon'ble Minister would like to make these routes toll free? This is also the issue of our National Democratic Party.

HON. CHAIRPERSON: Please conclude. Otherwise, I will have to call the other Member.

SHRI HANUMAN BENIWAL: I would like to talk about 'Bharatmala Project'. The Government has come up with a good project in the form of 'Bharatmala Project'.

HON. CHAIRPERSON: Beniwal Ji, please conclude. A good speaker must finish within the stipulated time with all the points. I think you are a good speaker.

[Translation]

SHRI HANUMAN BENIWAL: Sir, I will finish in a minute. I have this request for the Bharatmala Project, since we met the Minister, the Hon'ble Member of Parliament from Rajasthan was also saying that the land acquired under the 'Bharatmala Project', in Punjab-Haryana and other states, received more compensation whereas we got less compensation so the lands that have been acquired under the Bharatmala Project should be given more compensation after talking to the State Government.

Hon'ble Chairperson, now I have one or two suggestions.

HON. CHAIRPERSON: Shrimati Navneet Ravi Rana, please start.

... (*Interruptions*)

HON. CHAIRPERSON: Nothing will go on record, except Shrimati Rana's speech.

... (*Interruptions*) ... ^{1*}

HON. CHAIRPERSON: Your problem is that you are not at all finishing your speech.

... (*Interruptions*)

HON. CHAIRPERSON: This is not fair on your part. I allowed you three times. In spite of that, you are not able to finish your speech.

SHRI HANUMAN BENIWAL: Sir, please. Give me one more minute.

HON. CHAIRPERSON: Okay, finish in one minute.

SHRI HANUMAN BENIWAL: More funds should be allocated for my Nagaur district through CRIF because my area is very backward in terms of roads. Hon'ble Minister, in my Parliamentary Constituency Nagaur, many accidents occur at the intersection of Khajwana village on the bypass built outside the Kuchera municipal area, which comes between Ajmer-Nagaur National Highway, so a flyover should be made here, as well as going from Nagaur to Jodhpur, flyovers should be made at the earliest at Padamsar intersection of Bhakrod and Kheenvsar intersections of Nagaur

^{1*} Not recorded.

district on the National Highway where dozens of accidents took place and dozens of people lost their lives. On the National Highways connecting from Nagaur to Jodhpur, Bikaner and Ajmer, black spots should be marked and electric indications should be installed at the places connecting the rural roads as soon as possible.

Hon'ble Chairperson Sir, I would like to demand that in December, 2020, during the inauguration of projects related to Rajasthan, the Hon'ble Minister sanctioned work on dividers, road lights etc. on the 6.2 kilometer four lane road from Bikaner railway crossing in Nagaur city towards Gogelaw on Bikaner National Highway work with an estimated cost of more than Rs. 18 crore, its financial approval should be granted as soon as possible.

[*English*]

HON. CHAIRPERSON: Now, Shrimati Rana. Please start.

... (*Interruptions*)

HON. CHAIRPERSON: Nothing will go on record except Shrimati Rana's speech.

... (*Interruptions*) ... ^{2*}

HON. CHAIRPERSON: Shrimati Rana, please start.

... (*Interruptions*)

[*Translation*]

SHRIMATI NAVNEET RAVI RANA (AMRAVATI): Thank you very much, Hon'ble Chairman Sir.... (*Interruptions*) Sir, you have finished your speech.... (*Interruptions*) This is so difficult to speak in between like this. ... (*Interruptions*) Sir, for Demand of Grants pertaining to Roads Transport and Highways, all the Hon'ble Members are raising the problems of the highways of their respective areas. Some of my colleagues were just saying something previously. They belong to BSP from Uttar Pradesh. This is such a department where you can take up the issue of

^{2*} Not recorded.

road or highways, Hon'ble Minister Mr. Gadkari and V.K. Singh ji listens to you by giving you positive response. If a road is to be converted from the State to National Highway this is the only department where work related to specific plan is done with a lot of positivity. For the last seven years, in the area (Amravati) Maharashtra from which I belong to, there are many problems related to roads even today. But I feel that this department has worked to improve all the roads including interior or main roads in Amravati in the last seven years. Today, whenever any big leader or any big personality visits Amravati, then one feels glad wholeheartedly to see the condition of the roads there. These roads have been built and developed by a Department of the Central Government.

Sir, I would like to request you that the Major State Highways namely Ner, Yavatmal, Banera, Amravati, Achalpur and Dharni are among the 14 Major Highways. For the last three years, all our public representatives, MPs or MLAs are continuously taking follow-up about these roads from the departments and the citizens there. They want it to be declared as a National Highway because the Government of Maharashtra do not have funds. Many accidents happen on this road from morning to evening. It is very necessary to convert it into four lane. It also serves by connecting my tribal area. It also serves by connecting Amravati city. Perhaps he had been apprised of the condition of road in Achalpur area, the entire road is damaged there. That's why I would request you to declare it as a National Highway and start the work as soon as possible.

This will benefit our area as well as the Yavatmal district adjoining our area.

Sir, when Gadkari saheb came to our district for the inauguration of National Highway last time, the people of our area and I as a public representative urged him to run a metro from Nagpur to Amravati, so that Buses, a major means of transport there should not be used by a large number of people for commuting. By this, they will get an easy mode of transport and would be able to reach from Amravati to Chandur Bazar and from Chandur Bazar to Amravati in 60 minutes to 75 minutes. The Minister had announced it from the stage so I will request the Minister to get a

proposal from Maharashtra and to start the work as soon as possible on it. This will connect the rural areas and talukas there.

14.35 hrs

(Shri Kodikunnil Suresh *in the Chair*)

Sir, the Ghatang road in Melghat, which falls in the Bhandum area, lies close to Madhya Pradesh. I had been in my tribal area for four days recently. When we cross the border from Madhya Pradesh to Maharashtra and from Maharashtra to Madhya Pradesh, even a stranger will notice that he is in Maharashtra and now he is in Madhya Pradesh because it is not known whether in our Maharashtra, roads are on potholes or potholes are on roads. On the other hand, as soon as you enter in Madhya Pradesh, the vehicles run smoothly inside the villages as well as outside the villages like a flight. I would request you that it is my tribal area and there is a great need of roads. If there is an emergency in the villages then it is difficult to reach at a road and many times, pregnant ladies die on road because the roads are so bad that these cannot even be repaired. I would request you that it is very important to pay attention and to work on such roads. There is a flyover on Badnera Road in Amravati district, this flyover has a four lane road on both sides but the flyover is two-lane. I have been following up this issue with the department for the last three years and for that, our Maharashtra Government's department has sent a proposal of Rs.75 crores here. When traffic merge on four lane to two lane, the chances of accidents and collisions increase a lot. We are doing development there. So if we left the development of the middle part then it will be a problematic issue. **[English]** It is a very genuine demand what I am asking. I will take two or three minutes more. **[Translation]** Its work should be done as well. The work of an overbridge has started in Amravati – from Chitra Chowk to Lalkhedi, all of which are part of the same area. Its work is progressing very slowly. It is a very good project. It is an area of very heavy traffic; there is a very old market and the whole market is very

crowded. If that work is speed up a little then the people will get the benefit of this work soon.

Sir, I had given a proposal that if we pay little attention to Dastur Nagar, Lalkhedi, Bhankheda and Chandur railway road which connects Nagpur city, we will be able to do many things and there is a need to pay a little extra attention on the Tribal area. I have heard many honorable Members speaking here. **[English]** I agree to abide by the orders from the Chair. ... (*Interruptions*)

HON. CHAIRPERSON: Please conclude.

[Translation]

SHRIMATI NAVNEET RAVI RANA: I would like to request you that you know Amaravati very well and you should show some interest because it is very important subject for my Amaravati. This Amravati has turned into a Yavatmal Main Road. The attention should be paid to Chandur Bazar, Amravati and Bhankheda to Chandur railway road and the disparities of roads between Madhya Pradesh and Maharashtra should be removed.

Respected Chairperson, through you, I demand from the Minister. with all these details, I will come to you for follow up. All these things should be completed as soon as possible, this is my request to you. Thank you .

[English]

SHRI KESINENI SRINIVAS (VIJAYAWADA): Sir, thank you for giving me the opportunity to speak. I congratulate Shri Gadkari Ji and Shri V.K. Singh Ji and their team for being able to get five per cent of the total Budget allocated to the Road Transport and Highways Ministry. This is the first time in the history that five per cent is allocated to the Ministry. It is a great achievement. In this regard, I thank them.

Further, the decision of the Ministry not to borrow or take loans for this financial year is much welcomed. The allotment for road safety is a priority issue because a lot of road accidents are taking place in our country and it is the highest in

the world. The road accidents are very high when compared to other countries and many people are dying due to these road accidents. But the Budget allocated by the Ministry towards road safety is just 0.2 per cent of the total Budget, which is Rs. 229 crore and it is very less. So, I would request the Ministry to take care of road safety issues and allocate more Budget for road safety issues because human life is very valuable and I think that we should protect human life. Road accidents should not happen, and I think that more Budget should be allocated for road safety.

As regards National Highway maintenance, the Budget allocated for it is just 1.24 per cent of the total Budget of the Ministry. This is just 40 per cent of the requirement of the highway maintenance. There is 60 per cent more required for just maintaining the highways. If you build world-class highways and if its maintenance is not good, then vehicle maintenance will be more, and accidents will be more. Further, the freight average is very high in India when compared to the other countries in the world. If you want to reduce that freight average per km., then you have to maintain the roads well. So, I would request the hon. Minister, through you, to allocate sufficient Budget for maintenance of the National Highways.

Coming to my State of Andhra Pradesh, there are 433 black spots identified in our State out of which only 76 black spots have been cleared. This is causing road accidents. This is a major concern. So, I would request the hon. Minister, through you, to clear the rest of the black spots and ensure safety.

There are nearly 37 delayed road projects in the State of Andhra Pradesh worth Rs. 10,000 crore. I would request the hon. Minister to immediately fast-track the projects and finish them immediately. I would also like to thank hon. Gadkari ji for inaugurating nearly 21 projects worth Rs. 11,000 crore, and also 31 projects worth nearly Rs. 10,000 crore last month when he came to Vijayawada. In all of Andhra Pradesh the total sum of the projects that he has inaugurated or has already laid foundation is worth Rs. 21,000 crore and many other projects for which foundation stone has been laid are in the pipeline. I would like to thank the Ministry,

especially Gadkari ji, for supporting us very well from the beginning after the State was bifurcated and for building the new Andhra Pradesh.

Now, I would like to mention one or two issues pertaining to the State. NH-30 starts from Vijayawada, my Constituency and goes up to Uttarakhand. It goes through Andhra Pradesh, Telangana, Chhattisgarh, Madhya Pradesh, Uttar Pradesh and Uttarakhand. It is one of the longest highways in the country. It is ending in Ibrahimpatnam in Vijayawada. When Shri Chandra Babu Naidu, our Leader, was the Chief Minister, he thought of connecting this highway to the present State capital of Amravati, which is just 10-12 kms. away from the ending point of NH-30. It will cost just Rs.300-400 crore. Actually, we have laid a foundation stone for the project, which will include a 3.2 kms. bridge on river Krishna and about 3-4 kms. of road. It will connect the State capital to the NH. So, we would request the Minister to accept and sanction our proposal, that is, extending NH-30 from Ibrahimpatnam to our State capital Amravati.

Sir, the Vijayawada-Hyderabad NH-65 - and the old no. was NH-9 – is one of the busiest highways in the country but it has only four-lanes. So, we request the hon. Minister to expand it to six-lane highway.

When the State of Andhra Pradesh was bifurcated in 2014, as per the Andhra Pradesh Reorganisation Act, a greenfield expressway from Amaravathi, the new Capital of Andhra Pradesh, to Hyderabad was promised. Hence, I request the hon. Minister to initiate the project – from Amaravathi-Vijayawada to Hyderabad immediately.

This is my last suggestion. It is about promoting the electric vehicles (EV). It is very much welcomed and appreciated. As of today, 70 per cent of the thermal power plants are coal-based, which is causing a lot of pollution. It would take nearly 15 years to bring down the pollution. Hence, I would like to request the hon. Minister particularly about the commercial vehicles, as the CAPEX is also very high to buy an electric commercial vehicle.

I would like to request the Ministry to look into this. Commercial manufacturing of CNG vehicles is also supported and promoted by the Ministry. This would be useful for the country for reducing pollution and also to reduce the cost of commercial vehicle operations and lead to reduction of CAPEX when it comes to CNG vehicles.

In the end, I would request the hon. Minister to look into all the suggestions I have made, including on CNG vehicles.

Thank you, Sir.

[Translation]

***SHRIMATI RANJANBEN BHATT (VADODARA):** At the outset, I would like to put my views in support of the budget allocated to the Ministry of Road Transport and Highways. The Ministry of Road Transport and Highways has achieved the milestone of construction 37 km road per day of National Highways in the year 2021. During the last 7 years, the length of national highways has increased by 50% and has reached up to 1 lakh 40 thousand 937 km by December 2021. The total budget outlay of the Ministry was Rs 33,414 crore in the financial year 2015, which has been increased to 1,83,101 crore in the financial year 2022. In comparison to the financial year 2020, there has been an increase of 126% in the sanctioned amount in the financial year 2021. There has been an increase of 9% in the sanctioned length (in kilometres) in the financial year 2021 as compared to that of financial year 2020. The average annual project award (annual average award length) during FY 2015 - 2021 increased 85% compared to that of FY 2010-2014. The average annual construction length during FY 2015 -2021 has increased by 83% from FY 2010-2014. The cumulative cost of ongoing project works at the end of FY 2021 is 54% more as compared to FY 2020. This time, Rs 1,99,107 crore has been allocated for the Ministry of Road Transport and Highways in the Union Budget which is 68% more than the previous Union Budget. The target of expanding National Highways

network by 25 thousand km is to be achieved in the financial year 2022-23. Through PPP model, multimodal logistics parks will be established at four places in the year 2022-23. According to the announcement made in the Union Budget, the PM GatiShakti Master Plan for National Highways will be prepared in the year 2022-23 itself to make the movement of people and goods more convenient. Eight ropeway projects of 60 km length will also be implemented in the financial year 2022-23. North East, Uttarakhand, Himachal Pradesh and Kashmir will be benefitted by this National Ropeway Development Programme. The world's fifth longest and India's biggest project, the Golden Quadrilateral Highway is being constructed by the Ministry of Road Transport and Highways whose total length is 5846 kilometers and which is being built at a cost of 600 billion rupees, which includes the construction of four and six lane express highways. It will connect Mumbai to Delhi in the final phase of the Golden Quadrilateral road project and its benefit will be reaped by the state of Gujarat and also by my Parliamentary Constituency Vadodara, for which I would like to express my thanks to Honorable Prime Minister Shri Narendra Modi and Honorable Union Minister Shri Nitin Gadkari. Mumbai, Surat, Gandhinagar, Vadodara, Ahmedabad, Jaipur, Udaipur, Gurugram and Delhi will be connected by this road project, which will have a total length of 1419 km.

The construction of this road project will reduce the travel time of commuters by half and will provide faster transport network between major cities and ports as well. This road project will also provide connectivity to major agricultural, industrial and cultural centres of India. There had been problem of traffic jam and long queue of vehicles at village Dumad Junction of my Parliamentary Constituency Vadodara and to solve this problem, an overbridge is being constructed as part of the remedial work at the National Highway 48, National Expressway-1 and the junction of Vadodara-Savli Road (Dumad Junction) by Honorable Union Minister Mr. Nitin Gadkari and the Ministry of Road Transport and Highways at a cost of about Rs.34.50 crores in my Parliamentary Constituency Vadodara. The foundation stone of the said overbridge has recently been laid by Honorable Union Minister Shri Nitin

Gadkari on the occasion of the birthday of Honorable Prime Minister Narendra Modi, on 17th September 2021, for which I would like to thank Honorable Prime Minister Shri Narendra Modi and Honorable Union Minister Shri Nitin Gadkari wholeheartily. I would like to inform that the route for commuting from Dena village in my Parliamentary Constituency Vadodara to Vadodara city passes through National Highway No. 48, due to which the people of the village have to cross National Highway No. 48 to commute to Vadodara city. There have been many major accidents occurred due to the traffic black spots near the divider. I had sent a proposal to the Honourable Union Minister Shri Nitin Gadkari ji to solve the said problem. It has been approved by him and the construction of an underpass at the cost of about Rs. 14 crores to address the said problem has been sanctioned. Its foundation stone has recently been laid by our Honourable Chief Minister of Gujarat Shri Bhupendrabhai Patel ji on the occasion of Good Governance Day. In addition to this, I would like to mention that the people of Dena village near my Parliamentary constituency Vadodara have to cross the National Highway to come to Vadodara city, for which they have to face a lot of problems. Also, major accidents have taken place, due to which I had sent a proposal to the Honourable Union Minister Shri Nitin Gadkari ji for the construction of Dena-Chhani underpass, which has also been approved. I express my heartfelt thanks to the respected Prime Minister, Shri Narendra Modi ji and Honourable Union Minister, Shri Nitin Gadkari ji for addressing all these problems. I fully support the Union Budget allocated to the Ministry of Road Transport and Highways for development and expansion of infrastructure.

[English]

***SHRI MOHANBHAI KUNDARIYA (RAJKOT):** I would like to express my views on the demands for grants of the Road Transport & Highway 2022-23.

I would like to express my gratitude to Hon. Prime Minister Shri Narendra Modi ji and the Hon. Minister of Road Transport & Highway Shri Nitin Gadkari ji, for special consideration weaving of road network not only in Gujarat but also connecting 550 districts in the country through national highway linkages launched under Bharatmala Pariyojana by Hon. Prime Minister Shri. Narendra Modi.

Keeping in view of increasing of road transportation between cities, towns & villages Hon. Prime Minister Shri Narendra Modi's Bharatmala Pariyojana a umbrella program for the highways sector under state-run National Highway Authority of India (NHAI) and the Ministry of Road Transport and Highways focusing of optimizing the efficiency of road traffic movement across the country by bridging critical infrastructure gaps.

It is known that the project would be covering a whopping 34800 km of the road would be completed in a phased manner.

The roads built under India's ambitious Bharatmala programme will increase vehicle-travelling speed by around 2025%, thereby helping reduce logistics costs, in turn would help reduce India's supply chain cost to 6% from the present levels of and reducing vehicular accidents and deaths to minimal.

This ambitious Bharatmala project propelled by Shri Nitin Gadkari ji, Hon. Minister of Road Transport & Highways under the guidance of Hon. Prime Minister Shri Narendra Modi ji, would create 100 million man-days of jobs during the construction phase and 22 million permanent jobs due to the increased economic activity triggered by it.

It highly appreciated the vision of Hon. Prime Minister Shri Narendra Modi ji, for integrating the Bharatmala Project with the Sagarmala project components by

* Speech was laid on the Table.

way of providing the connectivity to the areas that are dotted along the shorelines and important Indian Ports.

People of my Lok Sabha Constituency Rajkot would be ever grateful to Hon. Prime Minister Shri Narendra Modi ji, & Hon. Minister of Road Transport & Highways for resolving the issues pertaining to my Lok Sabha Constituency may it be of ongoing widening from 4 lanes to 6 lanes of Rajkot Ahmedabad National Highway along with upgradation / improvement / widening, flyovers under various programmes through National Highways Authority of India (NHAI).

Apart the above people of Saurashtra region are thankful for getting completed of 4-laning of projects comprising about 620 Km length of coastal highway with cost of Rs. 7,950 crore and at present ongoing construction works of projects comprising length of 520 Km with cost of Rs. 8,036 crore. The physical progress of these works is varying from 3.5% to 92.1 9%. These works are targeted for completion by 2022-23.

Between the lines I would request the Hon. Minister of Road Transport & Highway Shri Nitin Gadkari ji, to get expedite the long pending demand for constructing of a by-pass road on National Highway 27 passes through Awakener city of Morbi District.

I once again thank Hon. Prime Minister Shri Narendra Modi ji for launching Bharatmala Pariyojana, a biggest-ever infra project in its history that will be changing the destiny of the Country.

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, though I belong to the Opposition Benches and I am vehemently opposing the policies and programmes of the Government, I do hereby stand to support the Demand for Grants of the Ministry of Road Transport and Highways. Why? It is because of the performance of the Ministry under the leadership of Shri Nitin Gadkari *ji*. Wonderful performance has been showcased by the Ministry and the National Highways Authority of India in strengthening the road infrastructure in the country.

At the same time, I would make a reservation regarding the absence of the hon. Minister, Shri Nitin Gadkari *ji* because he is demanding Rs.1.99 lakh crore from this House. He is the Minister who is responsible for demanding this amount from the House. The House has to sanction such a big amount – Rs.1,99,171 crore. Unfortunately, the Cabinet Minister who is responsible - and the sole responsibility is with him - was missing on the day the debate was initiated, and today also he is missing. This is quite unfortunate. This is against the conventions and practices of this House. Please direct the hon. Cabinet Minister..... (*Interruptions*)

HON. CHAIRPERSON: The MoS is present.

SHRI N. K. PREMACHANDRAN: Yes. I fully respect the hon. V.K. Singh *ji*, who is capable of replying and he is competent to reply but the Cabinet Minister is the Minister who is representing the Cabinet and making the demand. He has to come to the House and demand such a huge amount from the House. ... (*Interruptions*)

HON. CHAIRPERSON: We could not insist.

(*Interruptions*)

SHRI N. K. PREMACHANDRAN : Then, we will also speak 'online' .

HON. CHAIRPERSON: Premechandran *ji*, we could not insist.

SHRI N. K. PREMACHANDRAN: But I am saying that this is the parliamentary ethics; it is the collective responsibility of the Cabinet. This was the previous convention of this House. Yes, I am not saying that throughout the debate, the hon.

Minister should be present. We fully congratulate the hon. Minister for his wonderful performance. ... (*Interruptions*)

HON. CHAIRPERSON: We will see that the Cabinet Minister or the MoS is present in the House.

SHRI N. K. PREMACHANDRAN: Sir, the MoS is competent to make the demand but my point is regarding the parliamentary ethics and collective responsibility of the Cabinet. The Cabinet Minister has to come; make the demand. Let him go after that. But unfortunately, his absence in the House is quite unfortunate, which I want to mention here.

HON. CHAIRPERSON: The reply will come from the Government side.

SHRI N. K. PREMACHANDRAN: Sir, day before yesterday I had pointed out this matter to the hon. Speaker. Mr. V.K. Singh *ji*, who is present throughout the debate. He is attending the entire debate. I would also congratulate him for that. It is about the question of propriety, ethics, conventions and precedents of the House.

Sir, India has the third largest rail network and the second largest road network in the world. I am not going into the statistics. We have 5.89 million kms of road. The roads carry 64.5 per cent of country's goods and 90 per cent of the country's passenger traffic. The total budget allocation for the Ministry of Road Transport and Highways is around Rs. 1.9 lakh crore for the financial year 2022-23. This is 68 per cent increase compared to the Revised Estimate of the previous year. This is absolutely appreciated. I fully congratulate the Government for giving such an increase in the funds for the road infrastructure.

The road transport is one of the most cost effective and convenient modes of transportation. In India, both for freight and passenger traffic, roads have high potential penetration level with door-to-door delivery. Importance of roads is widely recognised as a potent means of socio-economic integration and it is vital for the economic development of the country. So, much importance and significance should be given to the road infrastructure because it is being applicable to all the people of this country both in the freight traffic as well as in the passenger traffic. The

ambitious plan of this Ministry is to construct 25,000 kms of National Highway in the financial year 2022-23. The Prime Minister's Gati Shakti Master Plan is the flagship programme of the Government to facilitate faster movement of the goods and the people.

In all this sense, if you examine, the infrastructure is given much significance and importance in the budget for the financial year 2022-23. So, once again I want to place on record my appreciation for the Ministry of Road Transport and Highways. At the same time, I would like to raise some concerns and apprehensions on my part. I fully support the critical observations made by Mr. Vishnu, hon. MP, from the Opposition Party, the Congress. He has made so many reservations and concerns. I fully support him. The first concern is regarding the performance of the consultancy.

Kindly see, the National Highway Authority of India is entrusting the entire work to the consultancy and the consultancy is the sole supreme authority for the construction of the entire work, the plan design, and alignment. Everything is being made by the consultancy. When you appoint the consultancy, the quality of the consultancy has to be checked. I also would like to urge upon the Government and draw the attention of the hon. Minister that these consultancies are not consulting the Members of Parliament. We are not being taken into confidence. At least, the consultancy has to take into confidence the people's representatives before finalising the alignment, plan and all these things. At least, the people's representatives have to be consulted. Unfortunately, the consultancies are under the impression that they are above all these things. Whatever the decision is taken by the consultancy, that gets approved.

That is not good because we are mingling with the people, we are living with the people, and we know the difficulties at the ground level. Regarding the alignment, evacuation and all these things, we are well aware, but unfortunately, most of these consultancies are not transparent in making the plan, alignment, structure, and all these things. So, kindly give a direction to these consultancies to have a consultation with the people's representatives before finalising the alignment

and plan. I can very well cite one example also. Now, on National Highway-66 in my constituency and in the State of Kerala, the Ministry is constructing a four-lane traffic road but what they are doing is retaining earthen wall which is being constructed in the junctions. For example, in my constituency, Parippally, Chathannoor, Kottiyam and in Karunagappalli, which is my learned friend's constituency, you are constructing big walls like China walls and a small underpass. The entire urban area is being lost. Suppose, it is an elevated highway on pillars, the urban area or town area will be protected.

When we discussed with the officials, they said that pillar construction involves ten times greater expenditure than earthen walls type construction. If that is the case, they should also share the expenditure. This concern has to be addressed. The consultancy should not be the supreme authority. They should also consult the people's representatives before finalising things.

My next point is relating to the maintenance and repair of national highways. Advance contracts have to be given for this purpose. Annual maintenance contracts must be given in advance so that the national highways are maintained properly.

My next concern is relating to the quality of work. We know that there is a three-level inspection or surveillance mechanism in Prime Minister's Gramin Sadak Yojana. Similarly, in the case of national highways also the quality of work has to be reviewed from time to time and accountability has to be fixed on people. It has been seen that within three months after repair, these roads are getting damaged. We have many such instances as far as national highways are concerned. So, a new mechanism has to be evolved in order to ensure that roads are maintained properly.

My next point is regarding the delay in completion of NHAI projects. What is the structure of NHAI? The National Highways Authority of India has very minimal staff. There is not enough manpower in the NHAI. Everything is being outsourced as a result of which they are having no responsibility. There are no people with expertise in NHAI. Lack of manpower is one of the major problems the NHAI is facing. That is why the C&AG has made a very stringent and critical observation

regarding procedural inefficiencies in NHAI. Procedural inefficiencies in NHAI have been noted by the C&AG. That has to be looked into. That is another concern which I would like to express while congratulating the Minister.

I have a concern as regards the cost overruns. What is the estimated expenditure on a one-kilometre road? It is very high. Maximum estimate is being provided. You are providing such estimates that the rural roads of best quality can also be constructed within them. Kindly have a review of these estimates which are being provided. The cost of the road being constructed and the estimates, both have to be compared and examined.

The quantum of work and the estimate which is being provided do not match. That is another concern which I would like to express.

My last point is on vehicular safety. In this also the Ministry is doing a good job. We want to have a stringent policy committed to improving the automobile safety ecosystem. About 1,50,000 people are dying in about five lakh road accidents every year. It is resulting in a loss of 3.1 per cent of our GDP.

To address the issue of vehicular safety, you have proposed to implement a new programme called Bharat New Car assessment Programme. It is a welcome step on the part of the Government in providing Star Safety Rating System. For this, I suggest that stringent rules have to be framed so as to have the star safety rating system not only for the cars but all the automobiles. This rating system should be provided for all the vehicles.

Mr. Chairman, your Constituency is connected with my Constituency. Regarding roads in my Constituency, I am thankful to the Government for having a new road under Bharatmala Project from Aryankavu, Penmala, Pattadi, Chadayamangalam to Parupalli, the border of my Constituency. NH 183 passes through the Chairman's Constituency. I suggest to the hon. Minister to have NH 183A connected to NH 183 from Chavara, Titanium junction to Bharanikavu so that it can be connected to NH 66. Work is progressing on NH 66. I request that junctions be provided at Paripalli, Chathannoor, Kottayam and Karunagapally.

I am thankful to the Union Government for widening the existing national highway, Kollam Bypass, from two-lane to six-lane traffic road. On this also the Government has done a wonderful job in expediting the work. For all these things we, the Members of Parliament, are thankful to the Government for having a better road infrastructure in the country.

Sir, this is the first time in my Parliamentary experience that sitting on the Opposition benches I am supporting the Demand for Grant of the Ministry of Road Transport and Highways.

With these words, I conclude. Thank you.

***SHRI P. R. NATARAJAN (COIMBATORE):** I would like to express my views on General Discussion under Demands for Grants on Ministry of Road & Transport 2022-23.

Karur to Coimbatore Greenfield Highway and Ring Road Connecting Ettimadai to Narasimhanaickenpalayam via Arisipalayam, Kalangal, Kunnathur etc. request proposal to be dropped.

The Existing highway (Erstwhile NH-67) connects the two cities. This highway was proposed to widen however abruptly that proposal was shelved and a greenfield alignment between the two cities was conceived. In addition, a ring road was attached to this project.

The existing Highway can be expanded to a six-lane highway. The proposed greenfield alignment between the two cities (according to the NHAI) is shorter than the existing highway by only 6Kms. For a mere reduction of 6 kms a greenfield alignment is unnecessary.

Further, none of the townships along the existing highway (KSN Puram, Palladam, Pongalur, Avinashipalayam, Kangeyam, Vellakoil, Thennilai and Paramathi) is connected by the proposed greenfield alignment. More than 500 Tamil Nadu State Government owned buses (approximately 1 crore passengers annually) ply on the existing highway connecting these townships between Coimbatore and Karur. The greenfield proposal ignores this fact (connectivity for the townships along the existing highway). Further, the proposed greenfield alignment is planned across the PAP (Parambikulam Aliyar Project command area) canal irrigated area which will be a major agricultural disaster.

The Proposed Greenfield alignment reaches Karanampettai from Karur and Forks South and North in a semi-circular fashion to reach Ettimadai in the South and Narasimha Naickenpalayam on Mettupalayam road (existing erstwhile NH-67) in the North. The circuitous semi ring road is 80 odd kms in length. From Narasimha

* Speech was laid on the Table.

Naickenpalayam it is proposed to be linked to the proposed Western bypass to form a ring road.

The Southern alignment of the ring road is circuitous and is unnecessary as the existing L&T bypass is available. The NHAI for reasons unknown does not seem to be interested to expand the existing L&T Bypass for which land is available.

The Northern alignment is also circuitous and will increase the travel distance. Further, there are several arterial roads that can be widened that connect Mettupalayam Road (NH-67), Sathy Road (NH-209), and Avinashi Road (NH-47) and hence one more alignment is unnecessary.

The Circuitous alignment for the ring road will not be used by either the intra city commuters or the intercity commuters as the travel distance will increase substantially on the proposed ring road alignment.

Sound Traffic management calls for Traffic to be dispersed and not aggregated on one alignment. The traffic will be dispersed by improving the existing arterial roads connecting Mettupalayam Road and Sathyamangalam Road (there are over 14 arterial roads), Sathyamangalam and Avinashi Road (there are 5 arterial roads) and Avinashi Road and Trichy Road (there are 3 arterial roads).

The proposed linking of the ring road with the proposed western bypass at Narasimhanaickenpalayam will be disastrous as man-animal conflict will increase.

The Alignment for the proposed western bypass has been changed several times since the project was mooted. The present alignment has also been changed in certain places for reasons unknown. This alignment is abutting the hills and if implemented will worsen the man-animal conflict. Also, the area covered by the proposed Western By-pass is an environmentally sensitive area with large scale violations being reported frequently. The western bypass should be realigned and the alignment should be away from the Hills.

The ring road that is being proposed will not serve the purpose of Traffic Decongestion and hence should be dropped. The existing Karur to Coimbatore Highway can be widened and the Greenfield Alignment scrapped.

[Translation]

1500 hrs

SHRI SYED IMTIAZ JALEEL (AURANGABAD): Honourable Chairperson Sir, thank you very much for allowing me to take part in the discussion on the Demands for Grants of the Ministry of Road Transport and Highways for the year 2022-23.

Sir, politics and mutual differences should be kept apart as they have their own places. Even if someone is a staunch opponent of the Bharatiya Janata Party, he/ she would also admit that if good roads, huge flyovers, expressways and super expressways are being seen today in the country then credit for that goes only to Shri Nitin Gadkari ji. Of course, the works being undertaken by this Ministry today is commendable. The more I praise Nitin Ji from core of my heart, the more I hope that he would also pay attention to my constituency Aurangabad which is located in Maharashtra. We are not asking for squeezing water from a stone but just a flyover on the biggest lifeline of our city, Jalna Road which is the most crowded area. I hope that he would give his approval to the demand for a full flyover which we have discussed with Shri Gadkari Saheb many times.

Sir, I would like to mention an example of how the conflicting virtue and vice, like, agility of Gadkari Saheb and lethargy of some officers of his department affect the functioning of the Ministry. On November 2, 2019, at 7.56 pm, Gadkari Sahab made a tweet and stated,

“The poor condition of Highway connecting Aurangabad - Sillod-Jalgaon has come to my notice. I have instructed Chief Engineer National Highway Division PWD to take immediate action and make sure that road is in good condition within eight days. Else, face consequences. This is not acceptable. Officer or contractor, nobody shall be spared for negligence.”

Sir, on 2nd November, 2019, the Minister tweeted that it should be completed within eight days. The year 2019 has passed, the year 2020 has gone, the year 2021

has also ended and now the year 2022 has set forth. This road has not been constructed till date. The road from Aurangabad to Ajanta which leads to the World Heritage Monument, has not been constructed even in four years despite Gadkari Saheb's tweet. Bharatmala project, about which Gadkari saheb has written an article in the magazine 'Boosting Infrastructure' does not seem to be much fruitful. He had stated that we were constructing 37 kilometers of National Highways every day while setting a target of construction of 13,500 kilometers road within a year. But this road from Aurangabad to Ajanta, despite being just 150 kilometers long, is yet to be constructed.

While on one hand you are saying that we are constructing 37 km of road every day, on the other hand this road could not be constructed even in the last 5 years. It is very important to ponder over. Who is responsible for this? On one hand, we are constructing good roads and improving their conditions for which we thank Gadkari Ji's ministry a lot but on the other hand, the improvements in the condition of the roads are causing more deaths. More people are dying. The number of accidents is also increasing year after year. If I talk about Maharashtra alone, then 30 thousand accidents took place in Maharashtra during the last year. Maharashtra Highway Safety Patrol stated that 13 thousand 500 people have lost their lives due to over speeding in Maharashtra alone. Roads are improving, so people are over speeding.

General Saheb, I very humbly request you. In 2017, the Supreme Court had passed an order that one cannot sell liquor in any hotel, any restaurant or liquor shop within 500 meters stretch of the States and National Highways. It was a Supreme Court judgment. Consequently, all the states, which get money through excise duty on liquor, moved the Supreme Court and appealed for the review of its decision.

Today, a lot of people are losing their lives due to drunk driving. If I am drunk and driving, I am risking not only my life but also the others' lives which is need to be thought about. That is why your Ministry releases statistics, even with regard to drinking and driving. I searched a lot for the last year's figures but I could not find

that. We would request you to tell how many people have died due to over speeding and drunken driving? ... (interruptions)

Sir, I am speaking on behalf of my party. Secondly, I would like to say about the Pradhan Mantri Gram Sadak Yojana. Our Honorable Member, Prem Chandran ji has just said that we pay great attention to National Highways, Super Expressways, but the Pradhan Mantri Gram Sadak Yojana which provides access to the remotest of the villages is in a state of pity. If you go inside any village of India for example, my constituency Aurangabad, you would find a rusted board displaying that the road has been constructed under the Pradhan Mantri Gram Sadak Yojana. What is the reason for such a deplorable condition of the roads constructed under the said scheme? You also know the reason very well. The reason is that the contractors are not afraid of the officers and the officers are not afraid of anyone because they are carrying out such works by pleasing their superiors and political masters by paying tolls to them. I request you to form a dedicated team for quality control particularly for this scheme. Such teams are already existing under the Government but at least the Central Government Schemes, whether it is the Pradhan Mantri Gram Sadak Yojana or the roads that are constructed with the money of CRF fund, are required to be analysed in terms of their quality. ... (*Interruptions*)..

I would like to ask you that if misusing of money by a contractor is a crime under the existing laws, how many contractors have been sentenced across the country so far? How many contractors you have sentenced so far across the country? How many Officers you have taken action against? You are not taking any action, therefore, they are getting bolder and fearless day by day.

15.07 hrs

(Shri A. Raja *in the Chair*)

You should put such contractors behind the bars and initiate actions against such officers. You have been a General in Indian Army which is founded on discipline. You should bring that discipline here also. You should court martial such officers, only then our villages would witness the construction of good roads.

Lastly, I would like to talk about my Parliamentary Constituency. Dr. Bhagwat Karad belongs to my constituency Aurangabad. We asked for a flyover for Jalna Road. When the Honourable Minister got elected, he promised for a Metro within 10 years in place of the said flyover. We do not need any Metro, we need only a flyover for Jalna today. Kindly construct a Super Expressway from Aurangabad to Pune as the devotees across the country and across the globe visit this place.

Shirdi is just 100 Kms away from Aurangabad. If you upgrade this stretch as a Super Expressway, the devotees who visit Shirdi will also come to visit Ajanta-Elora in our Aurangabad. We have been demanding since the last two years that the road connecting Aurangabad and Shirdi be developed under Super Expressway. Another important issue is the Kannad Ghat....(*Interruptions*)

There is an issue of Autram Ghat. It has been pending for many years, Honourable Minister, I would request you to take some decision regarding the Autram Ghat which connects the National Highway and comes under the Kannad. I hope that the Government will take some decision in this regard. Thank you very much.

***DR. BHARATIBEN D. SHYAL (BHAVNAGAR):** The works of expansion and renovation of National Highways in the country undertaken during the last eight years are historic. I think the way the network of roads has spread in India during the last eight years would be the highest in the world. I congratulate Honourable Prime Minister Shri Narendrabhai Modi ji and Shri Nitin Gadkari ji for the construction of National Highways. The target set by the department for the year 2022-23 to construct 25 thousand kilometers of roads is praiseworthy, it will boost the progress, prosperity, employment and trade of the country. I also congratulate the Honourable Minister of Finance for allocating about Rs. 2 lakh crores for the Ministry of Road Transport and Highways.

* Speech was laid on the Table.

Honourable Minister had sanctioned two National Highways Bhavnagar-Somnath and Bhavnagar-Ahmedabad in my Parliamentary Constituency Bhavnagar also, on which the work is going on. These two highways were the need of the hour, which was fulfilled by the Honourable Prime Minister and Honourable Gadkari Saheb. I would like to request the Honourable Minister of Road Transport and Highways Minister that the work of Bhavnagar-Somnath road in my constituency has been going on for many years but it has not been completed yet, causing too much difficulties to the passengers and other goods carrier vehicles running on this route. In addition to this, bridges on Bhavnagar-Somnath and Bhavnagar-Ahmedabad route are yet to be constructed and despite this the tolls have been started here. Therefore, the pending works should be completed here at the earliest.

In this course, there is a Sehore tehsil in Bhavnagar district, which Bhavnagar-Rajkot highway passes through. There is a railway gate near the city on this route, when a train passes through the route, the traffic jam increases by two-three times. Situations become severe when an emergency vehicle gets delayed in reaching hospital or school. The common people suffer a lot when such vehicles not given passage. Therefore, I request the Honourable Minister to approve the construction of a bypass on this National Highway located outside Sehore city and upgrade the Bhavnagar-Rajkot State Highway into a National Highway. I congratulate the Honourable Prime Minister, Honourable Minister of Finance and Honourable Minister of Road and Transport for the construction and progress of the highways.

[English]

***SHRI K. NAVASKANI (RAMANATHAPURAM):** Hon. Chairman Sir, Vanakkam. Thank you for allowing me to take part in the discussion on Demands for Grants pertaining to the Ministry of Road Transport and Highways. Roads and Highways are very much essential for the development of every area, every State

* English translation of the speech originally delivered in Tamil.

and the Country at large. Recently Road transport has gained much importance. People use road transport very much in comparison to other modes of transport. With this view Hon Chief Minister of Tamil Nadu Thiru M. K. Stalin has been implementing a Scheme ensuring free bus rides for women in Tamil Nadu. We welcome such development programmes in the country as well. At the same time while planning the road projects, necessary care should be taken to ensure that such plans do not affect the habitats or the livelihood of the general public. Roads are for the development of an area. But if such projects affect the livelihood of the people, they are forced to protest against the implementation of such road projects. Therefore such developmental projects get stalled or delayed. At the planning stage itself, it should be meticulously planned as such these Highway projects never affect the livelihood of general public. In my Ramanathapuram parliamentary constituency, in Pamban area, people are protesting against the four lane project as it affects their habitation. There should be alternative plans if such road schemes seem to affect the habitation as well as the livelihood of the people. Alternative livelihood and adequate compensation should be given by the Union Government to the people affected by such road projects. Last year the Ministry of Road Transport and Highways was allocated Rs 135000 Crore. This year it has increased to Rs. 2 lakh Crore which is Rs 65000 more than the last year. But there is no clarity as to which are the new schemes to be started and which are the existing schemes waiting for revival through this allocation of funds. There is no detailing about the completion of number of Highway projects with the funds allocated during last year. Under the Bharatmala Road Scheme, this Government had allocated Rs 5 lakh Crore approximately for construction of 34500 kms of road. But roads have been constructed to a length of only 6900 kms as on date. Only 35% of work has been completed. Why is there such a delay? There are 28 Highway projects in Tamil Nadu that are getting delayed. Due to land acquisition and corona lockdown issues, 28 National Highway projects such as Chennai-Tada Highway project, Sriperumpudur- Wallajah Highway project and Wallajah-Krishnagiri Highway

project are getting delayed. I urge that these Road projects should be completed soon by the Union Government without delay with adequate allocation of funds. Union Government has been delaying several important road projects meant for Tamil Nadu. In constant consultation between the State and Union Governments all the pending and delayed Road projects should be completed in Tamil Nadu. Hon Chief Minister of Tamil Nadu Thiru M.K. Stalin is an able administrator who always gives priority to the important developmental projects. Hon Chief Minister of Tamil Nadu has always been supportive for implementation of such development-oriented projects for the welfare of the people of Tamil Nadu. With the support of the State Government of Tamil Nadu, the Union Government should ensure early completion of all the pending and delayed Highway projects. Additional funds should be allocated for Tamil Nadu for early completion of such pending projects. Union Government should do the needful to provide road safety and ensuring quality roads. This Government should also take into consideration that lakhs of people die in road accidents every year. I wish to bring to your notice that out of the total allocation of Rs 2 lakh Crore, only Rs 396 Crore has been allocated for road safety. This comes to just 1.67 per cent of the total allocation of funds. On one side an additional Rs 65000 Crore has been allocated by this Government for Road Transport and Highway sector, whereas only a meagre Rs 386 Crore has only been allocated for road safety. It is a matter of great concern to say that in the Quality roads index, out of 160 countries, India ranks 44. Whether this Government accepts that even though adequate funds are allocated, quality roads could not be constructed?. I urge that the Government should act cautiously in order to provide quality roads ensuring road safety besides protecting the lives of road users. My Ramanathapuram parliamentary constituency is an important area in the country. Lakhs of devotees visit Rameswaram and other places on a pilgrimage. Non availability of basic amenities in such this area has led to backwardness with no industrial and economic development. In order to improve avenues for industrial and economic development, additional importance should be given to construct Highway projects through

Ramanathapuram district. I want to ask about the status of implementation of Karaikkudi-Ramanathapuram Extension project? I urge that needful be done for speedy execution of Karaikkudi-Ramanathapuram Extension project. Madurai-Rameswaram Four lane project has four lanes till Paramakkudi and the remaining part remains as two lane. Therefore with proper planning up to Rameswaram this Highway project should be made four lane soon. From Krishnagiri via Dhanushkodi-Rameswaram, Madurai-Krishnagiri, up to Delhi-Varanasi, a National Highway project should be developed. This project will be of national importance as it will be used by devotees and traders. This project should be implemented as part of development activities in my constituency. In consultation with the State Government all the pending National Highway projects in Tamil Nadu should be expedited soon. Necessary road infrastructure has not been set up in Ramanathapuram district as regards National Highways. I urge that such an infrastructure should be set up soon. Inadequate lighting facilities along the National Highways have become a reason for accidents taking place in these Highways. I therefore urge that such dark spots should be identified and proper lighting should be provided. Along the Madurai-Rameswaram, Tuticorin-Nagappatinam National Highway, many routes pass through Ramanathapuram district. Therefore the Project Director's Office of this National Highway should be set up in Ramanathapuram district. It is at present situated in Karaikkudi of Sivagangai district. Tuticorin-Nagappattinam NH maintenance work should be started soon. I urge that more funds under CRF should be allocated for Ramanathapuram district. From Ariyanenthal of Ramanathapuram up to Rameswaram, this Highway remains as two lane and four lane at some places. Most particularly toll is collected along the two lane roads. Due to this, the people are affected. Government should consider giving up collection of toll from these toll plazas. Construction of quality roads as well as new roads, and maintenance of roads are all the duties of the Union Government. It is unacceptable that you have to maintain these roads by collecting toll from the users. Therefore toll plazas should be closed at least in the two lane roads. Fast tag is being made

mandatory for smooth passing through the toll plaza. Those who don't have fast tags are asked to pay double the fee. Due to technical glitches in some toll plazas, people are also forced to pay double the amount as toll. Therefore keeping in view of the difficulties faced by the people, it should be an ordinary amount that should be collected as toll. While undertaking maintenance work on bridges along National Highways, there is a traffic congestion in such areas. I urge upon you that to avoid vehicular congestion at times of maintenance work in National Highways, alternative routes should be arranged for easing the vehicular traffic. Thank you.

[*Translation*]

***SHRI JANARDAN SINGH SIGRIWAL (MAHARAJGANJ):** I would like to express my views on the demand for grants related to the Ministry of Road Transport and National Highways. While supporting the demand for grants from the Ministry of Road Transport and National Highways for the financial year-2022-23, I would like to tell you that today the pace with which the network of roads of every level is being constructed by the Ministry of Road Transport and National Highways in every nook and corner of our country is historic in itself and is going to set records in the world.

In the current financial year, the release of four thousand five hundred crore rupees (Rs 4,500 crore) by the Ministry of Highways for National Highways projects under the Bharatmala Scheme is the largest amount in the field of road construction. On completion of this project, the passengers traveling by road in our country will not only be able to reach their destinations at a very fast pace but it will

* Speech was laid on the Table.

also revolutionize the field of logistics by facilitating speedy transportation of goods at a large scale. Apart from the said projects, the decision to extend national highways up to 25 thousand kilometers and complete eight ropeway projects of 60 kilometers length in the coming time is also going to increase connectivity as well as tourism.

In the financial year 2022-23, the decision taken by the Ministry of Road Transport and Highways to construct the said ropeways for the people engaged in the road transport sector as well as the implementation of multi-modal logistics parks at four places through "PPP" mode is a great decision in the field of road transport. This will facilitate the transportation of goods in our country at a faster pace and in a shorter time at a lower cost which will greatly benefit the public.

With this, I would now like to demand that some of the works of my constituency Maharajganj, Bihar be completed by the Ministry of Road Transport and National Highways, which are as follows: - the over bridge being constructed on the Ekma-Amdarhi railway slope of NH-531 (Old NH-85) passing through my constituency has not been completed yet. It has been a long time and it should be completed as soon as possible. In the said national highway itself, the roadside lights have been left partially installed in Kopa, Daudpur, Ekma and Rasulpur. The lights are functional at some places and at some places are not functional. These should also be repaired completely and all the lights should be lit soon. The above National Highway has also not been constructed in a quality manner, due to which the road has already started getting damaged at many places. I had repeatedly informed the concerned competent officials while constructing the road in this regard. Therefore, the quality work of NH-531 should also be examined. The road from Tajpur to Dumai Garh connecting Mashrak via Ekma in Saran district of my constituency should be upgraded to a National Highway (NH). The road from Siwan to Maharajganj, Janata Bazar, Paigambarpur, Khaki Mathia of my Parliamentary Constituency should also be upgraded to a national highway. Shri Ram Janki National Highway No. 227A likely to be constructed through Karanpura Bazar and

Afrad Bazar under Siwan district of my Parliamentary Constituency should be relocated 500 meters south of SH-73 as per the old survey, to pass through the uninhabited area so that the existence of very old Karanpura Market and Afrad Market of our area could be preserved. The road from Taraiya Bazar to Sattar Ghat via Panapur, Ambedkar Chowk, Lakhanpur under Saran district of my constituency should also be upgraded as a National Highway so as to facilitate the movement of the people of my constituency to important commercial cities established in the northern part of Bihar.

[English]

***SHRI C.N. ANNADURAI (TIRUVANNAMALAI):** I am indeed thankful for giving me an opportunity to participate on discussion on the Demands for Grants (2022-23) of the Ministry of Road Transport and Highways. The Ministry has been allocated Rs. One Lakh Ninety-Nine Thousand One Hundred Eight Crore). My demand is that the Government should provide more fund allocation to Tamil Nadu.

I, however, express deep concern over NHAI's total debt which stands at Rs. 3.3 Lakh Crore that needs resolution/clearance. NHAI needs to remove procedural inefficiencies and must adhere to the Ministries guidelines on maintenance of project-wise balance sheet and cash flow. The amount allocated towards road safety is less than 0.2% of the Ministries total budget. Therefore, the Ministry may seek higher fund allocation towards road safety, and driver training programmes. Maintenance of roads is also required to enhance the life span of roads.

The National Highways network will be expanded by 25,000 kms in 2022-23. I expect that Tamil Nadu would be a beneficiary of this expansion by undertaking more projects in the State. The Ministry of Road Transport and Highways needs to ensure completion of the undertaken projects without time and cost overruns. In this regard, I would like to highlight that the National Highway No. 77 under National Highway Development Programme Phase-3 is running behind the schedule. The laying of double lines between Tindivanam and Krishnagiri Section is required to be given top priority so as to facilitate better access to the temple city of Tiruvannamalai.

It will be more beneficial if the Electric Vehicles charging stations are set up at close intervals i.e., 20-30 kms. On the National Highways to enable speedy and continued movement of E-Vehicles.

Thank you very much.

[*Translation*]

SHRI RAJU BISTA (DARJEELING): Sir, thank you very much for giving me the time to speak on this important subject. This becomes a matter of even greater importance for a region like mine, especially Darjeeling, Kalingpong and Siliguri. My region has been cheated for the last 65 years. My Congress colleagues, UPA colleagues are also here. I don't know, what the reasons were but during the UPA, there was such a policy that the border regions should not be developed. It was their national policy. I don't know who their advisors were. Sir, I also request you that Darjeeling area which is adjacent to four international borders, is adjoining China, Bhutan, Bangladesh and Nepal, please give me a little more time.

First of all, I would like to express my gratitude to respected Prime Minister Modi ji and Nitin Gadkari ji that under your guidance and leadership, in the last 7 years, North-Eastern region and all the border regions, the Himalayan region has progressed at a fast pace. We have all the statistics before us which proves it true. Our Minister Nitin Gadkari ji always speaks one thing and we all get inspired by it. People say that we will have good roads only if our country gets developed. But he always says one thing that if we build good roads then the country will definitely develop automatically. Sir, as some MPs said that India has the second largest road network in the world after America. We transport around 65% of goods through road and even today more than 90% of passenger traffic is through road only. Till the year 2013-14, where 12 kilometers of roads were built daily, today we are building 37 kilometers of roads per day. It has increased by more than 300% in the last 7 years. If we move ahead with this speed then one day we will leave America behind also.

Sir, when UPA or Congress ruled for 65 years, there were about 90 thousand kilometers of national highways in the country. Today it has increased to 1.5 lakh kilometers in 7 years. This in itself shows how fast this Government is working and I would like to thank the Government as well as all the officers associated with this

Ministry. Sir, not only this, he is also promoting green environment and green technology which will reduce the carbon footprint. Green Express Highways are being built. The Gatishakti Scheme is mentioned. Seamless transport is being promoted. Also, I think it will be a very revolutionary use.

Sir, I would also like to say a few things about Darjeeling and Bengal. Sir, as I told you that the border regions are developing at a fast pace today. North-East is also developing very fast due to which peace and development is also happening in North-East and in the coming time North Bengal or North-East will definitely act as a growth engine for the whole country.

Sir, there are some schemes which are being implemented in my area. I would like to request the Hon. Minister, through you, that there is a need to speed up all these works. Before I come to this topic, I would like to mention one more issue through you that today work on schemes worth around one and a half lakh crores is going on in West Bengal. We have seen this and also realized that in West Bengal no work gets done if a contractor does not pay more than ten percent commission. I think that in this one and a half lakh crore rupees, if the Ministry monitors it properly, then we can save more than 15,000 crore rupees of India.

Sir, in my area, National Highway 717 A connects Gangtok, Sikkim via Kalimpong. The work on schemes worth about Rs 2400 crore is going on here. This work is progressing well but I believe that it can be accelerated further.

Secondly, the Asian Highway, a four-lane road is being built from Ghoshpukur to Bagdogra which is to be completed by the year 2022. There is a very little time remained in this. Its work has to be done a little faster. Similarly, there is a scheme for four laning of National Highway-34, from Raiganj to Dalkhola of worth about Rs 1000 crore.

Sir, Siliguri city is situated in the lap of Himalayas. I think it is the most beautiful city of India but today that whole city is troubled because of traffic problem and narrow roads. We cannot even expect anything from West Bengal

because already we are not getting funds from there. Today, West Bengal is sitting on a debt of six lakh crore rupees due to Mamta Didi.

Sir, you have approved a plan. First of all, I congratulate the Ministry for this. A four-lane and at some places six-lane elevated road is to be built for 12.5 km from Balasan Bridge to Sevok Army Cantonment area. For this, about Rs 990 crores have been approved in this budget only. I want this work to be done at the earliest. As a result, the 80 percent of traffic problem of Siliguri will be solved.

Sir, today all the roads that go from Siliguri to Darjeeling meet at Kurseong. After that there is only one road and this is the only road from the time of British. We had demanded that an alternative highway should be built from Siliguri to reach Darjeeling. That work is now at DPR stage. I request that this work also may be done at the earliest.

Sir, similarly, NH-10 connects Kalimpong and Sikkim and China border can be reached by using the same road. It is in a very bad condition today because Teesta river flows on one side of it and the road is disappearing due to the river. The Ministry has also planned to build a road of 52 km with an expenditure of about Rs 1175 crore. I request that this work also needs to be expedited.

Sir, further on National Highway-10, there is a Coronation Bridge. Hon. Minister is sitting among us. He has good knowledge about it. This Coronation Bridge was built by the British and has been existing for about 100 years. Anytime, it can lead to some big incident. It is in very poor condition. The Ministry has also given approval for this. I would request that the 6.5 kilometer bridge which is to be built with a budget of about Rs 1100 crore, may be built as soon as possible.

Sir, this time Nitin Gadkari ji has made another announcement that a green field express way will come up from Gorakhpur to Siliguri with an expenditure of about Rs 30,000 crore. I would request that the work may be done on this also at the earliest so that we can have good connectivity with other regions of India.

We also have to keep in mind that this is a 'chicken neck' area but due to lack of development that 'chicken neck' has turned into 'bottleneck' today. Because of that

bottleneck, I feel, unless you develop Siliguri or Darjeeling, the vision of developing North East will remain incomplete.

Sir, alongwith this, there are works of about Rs 8,000 crore for railway over bridges and under bridges. I would also request that these works may also be completed at the earliest.

Sir, through you, I would like to place two things before the Hon. Minister. As I said, the population of Siliguri city is increasing very fast. I had requested the Minister that a ring road should be built around Siliguri as it is built in Delhi. Its feasibility is being worked out. I request this work may be done for my area as soon as possible.

Sir, in the end I would like to mention one more topic regarding 'Parvatmala Yojana'. Since I hail from hilly area, we all know that many mountain areas cannot be reached through conventional transport. I wish him to built ropeways at three places in Darjeeling namely from Singmari to Singla, Batase to Rock Garden and Tungsung to Pandam under this scheme. Our local people will be benefited immensely by this.... (*Interruptions*)

HON. CHAIRPERSON: Please conclude.

SHRI RAJU BISTA: Sir, as I have told earlier that my Constituency is a very sensitive area. Just, give me two minutes more please.

[*English*]

HON. CHAIRPERSON: Please conclude in one minute.

[*Translation*]

SHRI RAJU BISTA: Sir, if these three ropeways, which will be of three to four kilometers length, are built, then tourism will also get boost and our local people will also be greatly benefited from these.

Sir, I am very thankful to you for giving me time to present so many issues. To conclude, I would like to request the Minister that we have a lot of expectations from the Union Government, especially regarding West Bengal. As our Honorable Members are sitting here . No meeting of the 'Disha' committee has been held for

the last 3 years in my state, if there is any scheme funded by the Central Government, the MPs do not know about it. I would also like to say that all these works should be done there through him. Hon.Speaker had made this announcement. He had a plan that there should be a meeting of the 'Disha' committee every month.

Sir, thank you very much for giving me the time to speak on this subject.

[English]

SHRI POCHA BRAHMANANDA REDDY (NANDYAL): Sir, at the outset, I would like to thank the Union Minister, Shri Nitin Gadkari Garu for recognising Andhra Pradesh as a progressive State, committed to the development of public works for the betterment of its people.

During the hon. Minister's recent visit to our State, 51 projects were inaugurated including the Western flyover II at Benz Circle. The much-awaited Eastern bypass which will reduce the vehicular burden and decrease road accidents between Guntur and Krishna districts was also sanctioned.

About six greenfield express highways have also been sanctioned for our State to be completed over the next five years and Central support has also been pledged for the development and growth of our roads and infrastructure with a promised outlay of rupees three lakh crore between 2022 and 2024. While acknowledging and appreciating these steps, I would like to bring to your notice some points.

According to the WHO report of 2018, 11 per cent of the accident-related deaths in the whole world occur in India. Despite this, funds sanctioned for road safety in 2022-23 are less than 0.2 per cent of the Ministry's total Budget. Countries like USA spend up to six per cent of their highway budgets on road safety.

The State's representatives have been requesting since 2021 that Narsipatnam-Sabbavaram Junction Road and Narsipatnam-Tuni Road should be declared as National Highways. These two roads are already connected to National Highways such as Kolkata-Chennai and Raipur-Visakhapatnam and the State Highways such as Vaddadi-Paderu Road and Anakapalle-Chodavaram Road. The development of

these roads into national highways would ease traffic and further the development of the State by connecting National and State Highways.

The Government of Andhra Pradesh has urged the Central Government to establish a Multi-Model Logistics Park at Kopparthi in Kurnool district of Andhra Pradesh. The Ministry has not mentioned about this in the Demand for Grant.

The issuance of CFS license for the Multi-Model Logistics Hub at Vishakhapatnam remains unfulfilled till date despite the fact that the proposal for a Park had been sanctioned in 2014. The non-issuance of the license is hampering the full realisation of the Park's economic potential.

I request that the Ministry of Road Transport and Highways may coordinate with the Ministry of Ports, Shipping and Waterways to expedite the same.

Our dreams of realisation of creation of public works and jobs along with it will only work if we do not falter at the stage of implementation. With regard to this, I would like to request that the vacancies in NHAI must be filled at the earliest to ensure maximum efficiency.

Sir, the Government has initiated some ambitious plans. But I have no doubt that they would be realized. So, I hope to see a positive change and greater efficiency with respect to our road infrastructure dreams not just for the people of Andhra Pradesh, but for the whole country.

[Translation]

DR. ALOK KUMAR SUMAN (GOPALGANJ): Mr. Chairman Sir, I thank you for giving me this opportunity to speak on the Demands for Grants under the control of Ministry of Road Transport and Highways.

Sir, according to the Demand Number 86 of the Ministry of Road Transport and Highways, the revised allocation was Rs 1,31,149.07 crore in the year 2021-22, which has been increased to Rs 1,99,107.71 crore in the Budget 2022-23 which is

about 52% more than the previous. For this, I thank the Honorable Minister and express my gratitude.

Sir, Ministry of Road Transport and Highways has set a target of spending Rs.2,42,020 crore on National Highways(NH) in FY 2022-23, including Rs.1,87,020 crore through budgetary outlay, Rs.1 lakh through IEBR, 10 thousand crore rupees through INVIT, 15 thousand crore rupees through SPV and 30 thousand crore rupees through private investment. The Ministry has awarded 12,000 km of work for the year 2022-23 and the target is to construct 12,000 km of NH. This will provide impetus to the progress and development of our country.

Sir, in the first phase of Bharatmala Project, a total length of 20,632 km was awarded and construction of 7,375 km roads will be completed by December 2022. The construction works envisioned for the first phase of the Bharatmala project are to be completed by the year 2027.

Sir, earlier there were only potholes in the name of roads in Bihar but our Honorable visionary Chief Minister Mr. Nitish Kumar in his double engine Government has connected every street and every village in Bihar with roads. Through you, I would like to draw the attention of the Honorable Minister to the Saran Dam of my Parliamentary Constituency Gopalganj, which starts from Sonpur and goes up to Siswan at the border of UP and connects the agricultural business centers of different districts of both the states. More than half part of this Saran dam lies in the Saran-Chhapra Parliamentary Constituency. For this part, allocation and approval has been given by the Honorable Minister. I request the Honorable Minister that the remaining part of Saran Dam, which is from Dumariya Ghat to Siswan at UP border, should be included in the National highway and the construction work of highway should be started. With this, people of many districts will have a direct road to Patna, the capital as well as create opportunities for agriculture and other trades and also for employment.

Sir, NH 27 is a part of East-West Corridor. The construction of elevated road in Gopalganj city had been pending for more than ten years. Now with his blessings

the construction has started but being constructed at a snail pace. I will appreciate if you issue orders from your level to complete its construction on time. Alongwith this, orders should also be issued to start the construction work of bridge on Gandak river at NH-27 which is pending for many years.

Sir, NH 27 which is the East-West Corridor of the Golden Quadrilateral, has incomplete dividers, incomplete plantation, incomplete barricading and potholes in the area of Gopalganj district, which are the cause of accidents.

The post of Project Director has been lying vacant for one year on which special attention of the Minister is needed because special focus has been given on Bihar by him . To conclude, while putting my points on the Demands for Grants, I again request the Minister that the construction work on NH 19 has been started from Bakkarghat via Maker Padia, Rajapatti, Baikunthpur, Dumariya Ghat, If these works are extended from Dumariya ghat to Siswan at UP Border, then NH-19 will also connect with NH 27 and NH 28B. With this, not only about two crore population of Bihar but bordering villages and districts of UP having agriculture as main occupation will also get connected. The travelling time to the capital Patna will also be reduced by three to five hours . Not only 350 villages will be developed but economic and social backwardness will also be removed. This will also create employment opportunities.

With these words, I conclude my speech and I support the Demands for Grants. Thank you .

DR. DHAL SINGH BISEN (BALAGHAT): Respected Chairman Sir, I support the demands for grants of the Ministry of Road Transport and Highways. I express my heartfelt gratitude to the country's visionary Prime Minister; the Road Transport and Highways Minister Honorable Gadkari ji and Shri VK Singh ji, due to whose strong will the NHAI is making 4-lane, 6-lane and 8-lane roads today. The best bridges are being constructed. New milestones of development are being set up by constructing bridges on inter-state routes and borders continuously.

Respected Chairman Sir, at this moment, I would like to recall the former Prime Minister of the country late Shri Atal Bihari Vajpayee ji and while paying homage to him, I would like to say that he was the first Prime Minister of the country who dreamed of pucca roads for the people of the villages. Gadkari ji has made a big contribution in fulfilling his dreams.

While expressing my gratitude to them again, I would like to inform one thing about NH-7 which passes from my constituency and runs from Kashmir to Kanyakumari. This NH-7 was approved during the tenure of the then Prime Minister Sh. Atal ji. My Lok Sabha constituency Seoni city is a live example of how the previous Governments become a hindrance in the work of development. When the road was approved it was approved under the Golden Quadrilateral scheme but its construction was halted continuously for ten years and it was not allowed to be built. Cases were filed in the court through the NGO and work was done to keep it in abeyance.

When Modi ji's Government came in the year 2014 and Gadkari ji became the Minister, only then this scheme was approved. It connects Mohgaon to Nagpur by road. It has become the first such roadway in Asia which is sound proof because it passes through the Pench National Park here where wild animals live. Their convenience has also been taken care of.

Eight kilometres of road was constructed only in Rs 900 crore which is praise worthy. It is the first-of-its-kind road in Asia. People from all over the world come to see Pench National Park. Earlier the condition of road between Jabalpur and Nagpur was so bad that it used to take us four to six hours to reach, we could neither reach from Nagpur side nor from Jabalpur side in less time. But, in today's situation, one can reach Pench from Nagpur in one and a half hours and from Jabalpur in two and a half hours.

I would like to heartily thank Hon'ble Gadkari ji for such a wonderful work. With the construction of roads, be it education or medicine, the benefits of all the facilities are being received. Due to this, the country has moved towards

development at very fast pace. At present, our country is second to USA in the world in terms of length of roads network which is about 64.45 lakh kilometres of roads.

I would also like to mention on this occasion that the way the arteries are important in the body, similarly having good roads is important for the development of the country. Hon'ble Gadkari ji has made the arrangements to do this work. In the year 2014-15, there were only 91,287 kilometres of roads available. Whereas, in the year 2021-22, road length has reached up to 1,41,190 kilometres. Similarly, the budget in comparison to the year 2014-15, has reached up to Rs. 1,99,000 crore which is more than three times and has paved the way at present for doing all these works.

Similarly, in seven years during the tenure of Hon'ble Modi ji and Hon'ble Gadkari ji, funds have been increased by one and a half times and the construction of roads was completed. That is why it is said – 'Modi hai to mumkin hai'. The vision of Gadkari ji is taking the country towards greater achievements.

Sir, I would like to take this opportunity to heartily thank Hon'ble Gadkari ji for sanctioning roads with CRIF. The road from Bandol to Koka of 40 kilometres length will be constructed. This will enhance inter-connectivity between Seoni to Chhindwara.

Sir, the former Minister of Road Transport and Highways, belonged to Chhindwara neighbouring district. Although he made many roads, NHs, yet did not allow any toll booth to be set up in his area, but in other districts. Due to this, there were a lot of toll booths in Seoni. Hon'ble Minister has removed toll booths on the said NH accepting the demand of the public. So, I would like to thank him from the bottom of my heart.

Sir, between Chhindwara to Seoni, a toll booth has been set up about 15 kilometres away from Seoni, while the distance from our place is 25 kilometres. People going out of the city have to pay tax if they want to go to Seoni and the people of Chhindwara don't have to pay tax. The people here demand that, at least, it should be set up on the border. This would facilitate the people here.

Sir, Hon'ble Gadkari ji has achieved new milestones. In this context, I would like to put demands of my Lok Sabha Constituency. There is Kanha National Park in my Lok Sabha Constituency. People visit here by air. There is neither a single NH nor a single bypass in Balaghat. Due to lack of roads there, a lot of problems are being faced. I demand from the Hon'ble Minister that Bhandara should be connected with Balaghat. From here people have to go to Nagpur for treatment. If Seoni is connected to Tumsar road then there will be a direct route from Jabalpur to Bhandara which currently passes through Nagpur. Similarly, people from Nagpur come to Balaghat to go to Kanha. Likewise if a road is constructed from Balaghat to Kanha, from Gadi to Amanala at the Maharashtra border then it will be convenient for people to visit to Kanha.

Sir, the work of four laning of road from Gondia to Balaghat has been approved. There is a direct road from Seoni to Raipur, so a four-lane road should be constructed from Balaghat to Seoni. There is also Seoni-Mandla road. If you want to go to Kanha, you have to go through Seoni, so Seoni-Mandla NH should be constructed.

Earlier, the NH was built in Seoni for the railway work but the bridge was not built at that time. The construction of various sections of NH-7 like Seoni to Chhindwara road, from Seoni to Nagpur road and from Kheritek to Nagjhar was not done. It was to be constructed and handed over in a single phase but it was not constructed properly and was transferred half-complete. The Hon'ble Minister has also accorded his consent to this project. I request the department that the 11 kilometres road passing through Seoni city should be made four lanes. Seoni city is on the way between Nagpur and Jabalpur. Its construction will provide convenience to the public.

Sir, my State is adjacent to Maharashtra. There is a bridge at Bonkatta on a route from Balaghat to Nagpur. It falls in Maharashtra State and funds are not available for it from anywhere. The Government of Maharashtra is not allocating funds for this. I had placed the demand to the Hon'ble Minister and he has given his

consent also. If an inter-State bridge is built at Bonkatta, it will be of great convenience to the public. At present, only two and four wheelers are passing from here and large vehicles are not able to use it. If one has to go for treatment or business then one has to face a problem here.

I conclude by again supporting the demands for grants. Jai Hind, Jai Bharat.

[English]

SHRI M. SELVARAJ (NAGAPATTINAM): At the outset, I thank the hon. Chairperson for giving me this opportunity.

Sir, road infrastructure is crucial for economic development and social integration of this country. Road transport has emerged as the dominant segment in India's transportation sector. It also acts as a feeder service to railways, shipping, and air traffic in our country.

National Highways play a very important role in building road network in the country. The Ministry of Road Transport and Highways is primarily responsible for development of National Highways, the works of which are sanctioned under different schemes such as Bharatmala Pariyojana.

Sir, in Tamil Nadu, about 25 NH projects are pending. Talking about my Constituency, Nagapattinam, it has 100 kilometres long coastal area having non major ports and fishing ports namely Arucottuthurai, Nambiyarkuppam, Nagore, Pattinacherry, and Samanthaipettai. I would request the Government to allocate funds under the Bharatmala Pariyojana to improve the connectivity of these areas and also to make the livelihood of fishermen economical.

Sir, there are many National Highway Road projects in my Constituency which are pending for long. The Government should give priority to complete the projects for easy and smooth movement of common people.

The road work from Thanjavur to Nagapattinam of NH 83 was started in 2017 for a length of 66 kilometres and bye-pass length of 40 kilometres. It is still pending

for completion. I would request the hon. Minister to give special attention on this and allocate more funds to complete the project.

The NH 45A with a length of 155 kilometres from Nagapattinam to Villupuram is at slow progress. Moreover, the NH 45C from Vikravandi to Thanjavur is still pending. The NH 45A with a length of 333 kilometres from Nagapattinam to Kanyakumari is still at the stage of preparation of DPR. So, a special priority should be given to this project. As regards the road from Trichy to Vedaranyam, the Government announced this as a National Highway but so far, the funds have not been allocated and it is still at the survey level. Rajaji had marched on this road during the Salt Satyagraha which was a historical movement.

Sir, during the discussion, I want to point out that the hon. Chief Minister of Tamil Nadu, Thalapathi M.K. Stalin sanctioned Rs. 136 crore for the development of ECR. I congratulate the hon. Chief Minister of Tamil Nadu, Thalapathi M.K. Stalin for this.

Sir, I strongly oppose the outsourcing of workers in road sector. You can utilise the Class – 4 workers and employ them permanently. You should also consider installing CCTV cameras for ensuring the safety of the commuters and also for identifying the law breakers. The road quality of all the NH roads should be improved. ... (*Interruptions*) The toll exemption should be given to the domestic vehicles. It is a very important issue throughout Tamil Nadu. Thank you very much.

[Translation]

***SHRI MITESH PATEL BAKABHAI (ANAND):** In my Anand Lok Sabha Constituency, there is an overbridge built by the Railways at Samarkha Chauraha under Anand Taluka in Anand extension, which is getting damaged due to its old condition. People from all the villages of Anand Taluka and Umreth Taluka use this

bridge to come to Anand City because it is the only way. Due to the single lane road to and from this overbridge, terrible traffic jams are faced often. There is a lot of traffic on this damaged bridge which can also become the reason for any untoward incident in future. For this reason, keeping the possible danger in mind, the new over bridge should be designed after breaking it in such a way that it can get rid of the problem of traffic jam. Apart from this,...[English] (Construction of Proposed ROB and Its Approaches in Replacement of Existing L.C. No. 3X at Km. 88.565 of NH-64 District-Anand in state of Gujarat. Total Revised cost Rs. 69,11,70,252.00 (Job No. 064-GJ-2019-20-631)[Translation] the under-construction gutter line and water pipeline, which are more damaged, will require a separate budget of about Rs. 4 crores to be arranged with good planning.

I request the concerned department that the over bridge built by the Railways at Samarkha crossroad under Anand extension in my Lok Sabha Constituency, which is getting damaged due to its old condition, should be destroyed and a new design over bridge should be built ...[English] (Construction of Proposed ROB and Its Approaches in Replacement of Existing L.C. No. 3x at Km. 88.565 of NH-64 District-Anand in state of Gujarat)[Translation] and it should be listed in the budget 2022-23 to provide grant to establish gutter line and water pipeline under the project with good planning.

SHRI RAMSHIROMANI VERMA (SHRAWASTI): Hon.Chairperson Sir, thank you very much for giving me this opportunity to speak on the Demands for Grants of the Ministry of Road Transport and Highways.

Sir, my Parliamentary Constituency Shrawasti comes under aspirational districts. Two districts Shrawasti and Balrampur come in this parliamentary constituency. Through you, I would like to draw the attention of the Government towards the basic amenities of this area. Like, there is a need to construct new bus stops at Devipatan, Tulsipur. There is lack of adequate facility at the bus stop in

Balrampur district. For example, waiting room for passengers, clean drinking water as well as accessible toilets and good arrangements for cleanliness should be provided. The construction work of Bahraich's Kakardari lane is going on at a very slow pace. There is a need to speed up this work.

The construction of Bhinga-Laxmanpur market road in Shrawasti district is progressing very slowly. There is a need to complete this work expeditiously. There is a need for widening and strengthening of Lalia, Shivpura, Bardaulia, Bankatwa road from Hariharganj market in district Balrampur. In district Balrampur, it is very necessary to widen the Utraula-Balrampur road from Mahesh bhari Tiraha to Babaganj link road. There is a need to widen the road from Balrampur to Chandanpur, Pachpedwa, Utraula route. It is necessary to widen the Balrampur-Tilakpur link road from Balrampur district, which serves to connect Shrawasti district with Balrampur district. In Shrawasti district, there are neither adequate waiting rooms nor any arrangement for drinking water for passengers, toilets and cleanliness facilities at bus stops in Bhinga, Ikouna, Gilola, Jamunha, Shrawasti, and Sirsia.

Along with this, the airport was constructed in Shrawasti district and till today it is not being operated. It is also a Buddhist place. I would like that its operation should also be started as soon as possible. I would like to tell the Honorable Minister that there is a dire need to consider these points seriously because my Lok Sabha Constituency has a population of Scheduled Castes, Scheduled Tribes, OBCs, Minorities and General Category i.e Majority population . This area is adjacent to the border of Nepal, Tarai area and always flood-prone area and also the area adjacent to Nepal's hilly drains. There is a need to take this sector forward by giving it a special package and at the same time there is a need to pay special attention to road transport and highways in the entire country and state.

SHRI SANTOKH SINGH CHAUDHARY (JALANDHAR): Respected Chairperson Sir, I thank you for giving me this opportunity to speak on the Demands for Grants of the Ministry of Road Transport and Highways.

Chairperson Sir, these flyovers are made for the convenience of the people. If their designing is not proper then they often become a cause of inconvenience. In view of this, when National Highway enters Jalandhar district from Ludhiana, the first flyover is Phillaur flyover. It passes over the town of Phillaur. I understand that when it was designed, it was not seen where to place the entry and exit points in Phillaur. This has become a cause of great inconvenience. Neither it has proper entry nor proper exit in Phillaur city. The bus stand of Phillaur city also does not have any proper entry and exit. It is completely defunct. At that bus stand, people board and deboard buses standing at the flyover.

Sir, I would like to request through you that this is a very big inconvenience. That's why this flyover should be redesigned. The difficulties of Phillaur city should be addressed. The business in Phillaur is finished.

The sale by shopkeepers of Phillaur is not happening, they are sitting at home. It is a cause of inconvenience. Similarly, the next flyover in Jalandhar is the PAP junction, which is the most important junction. From there people go out of Jalandhar. From there people come towards Delhi. If they go towards Amritsar on the border, they go through that junction. The exit on the Amritsar side, which is the way to go, is not proper. One has to go towards Delhi there one and a half kilometer before the junction and after that one has to come back one and a half kilometer and comes at flyover.

We have also requested the Department of Railways to extend the ROB above PAP Junction. I request you to make the ROB operational as soon as possible by coordinating with the Railways.

Similarly there is Surya Enclave Junction ahead of it. There is a six lane road which merges with the four lane due to which many accidents happen. I also request that it should also be redesigned.

My second point is that the storm water drains on NH are closed. Where these are of low quality, the water is not being discharged there properly. The roads are cracking there.

The Pathankot road which comes on the NH of my Parliamentary Constituency where Transport Nagar comes, the drainage system is completely out of order there. When it rains, the whole city gets waterlogged. Similarly, there is a flyover of Sekha village at Hoshiarpur road.

Its drainage system has also stopped. Therefore, I request you to make some concrete arrangements to improve this drainage system. My third point is that Adampur has National Highway 03 which is four lane and it is from Jalandhar to Shahpur. It is a very important highway. The devotees go to Mata Jwalamukhi Temple from here.

Many people visit there. An airport has also been built in Adampur next to the Adampur flyover. Its cutoff date is 31.12.2022 but till now even the pillars have not been erected there. The lanes on both sides of the city are closed. It is full of mud and water and the business is over in the city.

People neither can come in nor can go out there. I request you to order NHAI to complete this project immediately. Until this work is done, the side lanes should be made pucca and should be done in a proper way so that the inconvenience caused regarding traffic can be do away with.

With this, I thank you and request the Government and the Ministry of Road Transport and Highways to pay attention to my issues. These are very important issues, they should be redressed. Thank you.

[English]

***SHRI V.K. SREEKANDAN (PALAKKAD):** I would like to express my views concerning the Ministry of Road Transport and Highways.

The 68% increase in the allocation for the Ministry of Road Transport and Highways will definitely see more development in road sector in this fiscal. The highest allocation will also help to bear the exorbitant cost involved for the land acquisition. More importantly, it will also help to achieve a target of construction of 50 kms. Per day. To draw a very meagre amount of the higher allocation. I suggest and demand implementation of few projects in the State of Kerala as enumerated hereinafter:

The people of this part of Kerala that is from Palakkad to Kozhikode have high hope on the proposed Palakkad to Kozhikode Greenfield Highway under Bharatmala Pariyojana and they are eager to have it completed at the earliest as this proposed six-lane Greenfield Highway can reduce a travel distance by 45 kms and in other words the travel time can be reduced by at least one hour. It has come to know that this stretch between Palakkad and Kozhikode has been approved under the said Pariyojana. Therefore, in the interest of the people the land acquisition proceedings and all other technical aspects such as route map and alignment of the road be expedited, so that the benefit of Bharatmala can reach to the people living in this part of Kerala as well.

It has been a long pending demand of the people mostly tribals living in Attappadi to declare the State from Mannarkkad to Chinna Thadagam via Attappadi as Sub Highway to National Highway No.966. Declaring this State Road as sub highway to National Highway No.966, will really help the tribal people. Due to the present condition of the road, the people are not able to save the lives of their near and dear as the journey to nearest hospitals at Perinthalmanna or at Coimbatore takes a lot of time and in between the patients succumb to illness.

Moreover, Attappadi is an agricultural area cultivating many types of spices and other agricultural produce and these tribal farmers are finding it very difficult to transport their produce to nearby market at Coimbatore and as such are unable to a decent price for their produce.

Declaring this State Road as sub highway and the expected development on this account will reduce the travel distance from Kozhikode to Coimbatore and can save fuel as well as pave the way for overall development of this tribal living area. Therefore, it is urged that the said State Road may please be declared as sub highway to National Highway No.966 at the earliest.

Finally, I would like to mention over here that India ranks first in the number of road accident deaths across the 199 countries and accounts for almost 11% of the accident-related deaths in the world during the calendar year 2019 alone. Therefore, along with the development of roads, we need to ensure prevention of road accidents. One of the reasons cited for the increased number of road accidents in the country is because of laying of road in an unscientific way as well as not providing or taking adequate steps to prevent road accidents. Therefore, I urge upon the Hon'ble Minister as he aims to achieve a target of 50 kms per day of construction, the hon'ble Minister should also set a target to reduce the number of road accidents in the country.

With this I conclude and I urge the hon'ble Minister to implement the above said few suggestions or demands concerning my Parliamentary Constituency, Palakkad.

Thank you.

***DR. DNV SENTHILKUMAR S. (DHARMAPURI):** The MORTH Minister has been allocated Rs. 1,99,108 crore for the year 2022-23. It is nearly 68,000 crore more than 2021-22 and it has seen a highest increase in absolute terms from RE of 2021-22 among all ministries in 2022-23. This additional allocation is earmarked for investment in NHAI and subsequently from total allocation to ministry is highest for NHAI which is at Rs 1,34,015 crore (67%). The allocation towards NHAI has been tripled from 2019-20 to 2022-23. Expenditure on the NHAI includes funding towards the Bharatmala Pariyojana scheme which is the umbrella highway scheme. Under phase I of the scheme 34,800 km of roads will be developed over a period of five years (2017-18 to 2021-22) was the target and it also subsumed additional 10,000 Km of balance road works under the National Highway Development Programme. If this is the case as of December 2021 only 19,926 Km have been approved under this phase I of the scheme in that only 35% of the approved project length has been completed. This adds up with the Finance Minister Budget Speech 2022-23 where she announced that by March 2023, the NH network will be expanded by 25,000 km. The existing scheme is still not completed and the present speed of the daily road construction is 37 Km/day. If the target of expanding the NH network by 25,000 km, then the pace has to be increased to about 68 Km/day.

The allocation towards roads and bridges has seen a decrease of 2% over the RE of 2021-22. Next comes investment in maintenance of roads as the ministry has allocated Rs 2,586 for the which is 7% lesser than RE of 2021-22. The point to be noted is in both 2018-19 and 2019-20, the actual expenditure was less than 60% but the maintenance of the road should be given top priority as it increases the lifespan but the amount allocated for maintenance is just 1.3% of the Ministry budget. The Standing Committee on Transport and the National Transport Development Policy Committee has noted that the amount spent on maintenance of the road is low. This ends up in safety consequences for the people because the total NH length of 1.5 lakh Km has to be maintained with this low amount whereas the US spends 51% of its

* Speech was laid on the Table.

total budget on highways towards improving the condition and performance of their NH.

NITI Aayog has also suggested that 10% of the Ministry's annual budget should be earmarked for maintenance. This area has to be looked into. Similarly, investment on road safety is less than 0.2% of the Ministry total budget for the year 2022-23. In comparison to US which spends 6%. As per the World Road Statistics, 2018, India ranks first in the number of road accident deaths (among 199 countries reported), followed by China and the US. Hence as per the Standing Committee suggestion investment on road safety should increase because I am representing the constituency which is known for Thoppur Ghat black spot where the accidents and fatalities recorded is one of the highest in India. Hence, I know the need of increase in allocation of fund to the road safety. This is my short observation on Demand for the Ministry of Road Transport and Highways.

[Translation]

***SHRI BIDYUT BARAN MAHATO (JAMSHEDPUR):** First of all, I place my views on the discussion and voting on the Demands for Grants for the year 2022-23 under the Ministry of Road, Transport and National Highways.

The emphasis of our Government is now on increasing the infrastructure. Every village of the country is being connected with metalled road under the Bharatmala Project. Hon'ble Finance Minister has announced that in the year 2022-23, PM Gati Shakti Masterplan for Expressway will be implemented which will allow more rapid movement of people and goods, as well as it has also been announced that 25,000 km of the National Highway network will be added in this year, which will prove to be extremely helpful in strengthening the country's road transport.

I would like to draw the attention of the Hon. Minister to some of the demands of my parliamentary constituency, the details of the demands are as follows –

My first demand is that on January 27, 2016, during the foundation stone laying ceremony of Mahulia-Bahragoda (NH-33 and 6) 4-lane road in East Singhbhum district of Jharkhand, I had proposed the following roads to be made new national highways which the Hon. Minister happily accepted and also announced to transfer to NHAI. With this announcement, there is joy and happiness in the entire Kolhan division. These roads are as follows.

National Highway 33 - Construction of National Highways stretch from Jamshedpur, Asanbani Kalimandir (Pardih) to Bankuda via Patmada Katin, Bandwan, Jhilmili, Khatra.

Construction of National Highway from Chaibasa to Bombay Outpost NH 6 of Odisha via Hata-Musabani-Dumaria-Asti-Gudabandha-Koima.

After the conversion of all the above roads into National Highways, a large tribal-dominated neglected area which has been affected by extremism, will be connected to the mainstream of the State and there will be a massive increase in economic activities.

I have also made correspondence with the Hon. Minister in this regard. I, therefore, demand that the DPR of these two roads should be prepared. Its construction work should be started at the earliest.

My second demand is that construction of flyovers is extremely necessary in the public interest to check the frequent accidents at the following places of different blocks in my Lok Sabha Constituency Jamshedpur:-

Kaliadinga Chowk of Bahragoda is known as *Triveni Sangam Sthal*. This place is the meeting place of all the three States of Jharkhand, West Bengal and Odisha. After the construction of roads and highways, there is a lot of traffic here every day. Vehicles coming from Odisha, Bengal are not visible due to which this place has become an accident zone. That's why construction of overbridge at this

place is very necessary. Both ends of this road are service roads and coaltar has been laid there, as well as the road is breaking down regularly as it has the loose soil. That's why there is a need to make PCC road at both ends of this road up to one kilometer near the bridge.

Construction of overbridge at Fuldungari in Ghatshila National Highway 33 - due to heavy traffic in Fuldungari of Ghatshila, a lot of accidents are happening here every day. Due to which the lives of people are also being lost. To check this, the construction of overbridge or underpass is very necessary.

Road accidents are happening daily near Om Hotel Crossing of Bahragora. Construction of over bridge at this place is also necessary in the public interest.

I hope that action will be taken soon by the Hon. Minister on all the above demands so that the people of my Parliamentary Constituency will be able to travel conveniently.

SHRI UDAY PRATAP SINGH (HOSHANGABAD): Hon. Chairperson Sir, I rise to support the Demand for Grants of the Ministry of Road, Transport and Highways.

15.59 hrs

(Dr. (Prof.) Kirit Premjibhai Solanki *in the Chair*)

I thank and congratulate both the Hon. Ministers Shri Nitin Gadkari Ji, who led this country and is now leading our road network and General V. K. Singh Saheb, with their efforts, a new thinking and a new environment has been created towards roads and development in this country.

Hon. Chairperson Sir, I feel, the budget provision made for this Ministry should be more as it needed more budget. Had budget of the Ministry further increased, I think, it would have been easier to work for the Ministry of Road

Transport and Highways in the country. Through you, I would also urge the Ministry of Finance that the Road Sector is an indication of market and growth in the country.

16.00 hours

The more the focus on this, the more the country will progress, the more it will move ahead. The Ministry has moved ahead with a target of 25 thousand kilometers for the next year and a resolution of arranging Rs 20 thousand crore. I would like to remind that the North-South and East-West corridor was built during the time of Late Prime Minister Vajpayee ji. If those corridors were not there, if those four important major roads had not built in the country, perhaps we would not have been able to provide better connectivity to the country which exists in the country today.

The second thing that the Ministry is doing specifically is that there should be an accident-free route. I feel that the work of fixing the accident-prone areas and reducing accidents by the department should be appreciated. Through you, I appreciate it in the House and thank the Ministry for the same.

Hon'ble Chairperson Sir, road brings progress as well as creates development and markets. My Parliamentary Constituency is the biggest example of this. The North-South Corridor passes through my Constituency. There is a vast difference here in situations before and after the construction of this corridor. The Hon'ble Minister is sitting here. I would like to urge him through you that as much as possible, the Members of Parliament should get favourable conditions in regards the roads in our country. Earlier we used to get funds from CRF on the request of MPs, but now a days this provision has been changed and probably our recommendations are not included in CRF as much as it used to be earlier. Since there is no arrangement to give funds directly to the MPs, I request through you that in the Central Road Fund, at least the MPs should be made partner directly. This is my humble request to the Ministry.

Sir, the toll plazas are a big discrepancy in this country. There is no problem in paying toll but toll booths prevent the hurdle-free movement of vehicles. Due to toll booths, many times problem arise. I would like to urge that the people who commute daily from the places where the toll plaza is set up within a radius of ten kilometres, such as farmers, people going to the market, vehicles carrying School going children etc., there are many such people, who unnecessarily spend a lot of money and it also causes unnecessarily interruptions in their movements. Perhaps the whole House will also agree with me that if the people living within 10 km radius near the toll plazas give a proof that they live within 10 kilometres range then they should get the facility of toll-free travel or they should be allowed to pay the toll only five to seven times for a full month use. Such a system or mechanism should be developed. Let me tell you an example. We have a new Jabalpur-Bhopal Highway, there are many places near Bareilly, Udaipura and many other places from where people commute everyday and they have to pay toll several times a day even after the monthly pass as it has a maximum limit. It is my request that the Ministry should make some amendment on the issue.

I think the DPR prepared for the old North-South Corridor and East-West Corridor was prepared in a hurry, as there are many spot on it, where many accidents are happening even today. There is a need to work on it and there are many points on the North-South Corridor particularly Sagar, Narsinghpur and the Highway leading to Lakhnadon, Nagpur, where frequent accidents are taking place. There is a need to identify and correct it. I request through you that the Ministry should work on it.

I would like to say, through you, that there is an important road in my Parliamentary Constituency which goes directly to Jalgaon via Jabalpur, Narsinghpur, Gadarwara, Pipariya, Hoshangabad, Harda and Khandwa. We are making many Expressways in the country and the Government is also making provisions for many more new Expressways. Through you, I would like to request the Hon'ble Minister that a Highway which connects Hoshangabad and Jalgaon, Maharashtra via Jabalpur to Narsinghpur, Gadarwara, Pipariya as Maharashtra is

Hon'ble Gadkari ji's State also; Jalgaon is an educational hub; Jabalpur has High Court; Gadarwara is the birth place of Acharya Rajneesh and Pipariya-Panchmarhi is the headquarters of tourism. I would like to request that an expressway should be made at the earliest to connect all these places.

Hon'ble Chairperson Sir, under the leadership of the Hon'ble Prime Minister, a trend has arisen in this country to work with a transparent system and with an honest approach. Even after all this, if there is any substandard work being carried out then I think it is a matter of concern. I have complained about the road going to Jaipur via Jabalpur-Bhopal many times before. We have also requested the Ministry and I would like to place this matter in the House as well today through you.

The Highway from Jabalpur to Bhopal under which some part in Narsinghpur and Raisen districts is being constructed, has been inaugurated and toll collection has started there. But that National Highway shows very poor quality of construction and it is a matter of concern. This message does not go well that when today we are doing everything well and if good quality road is constructed in 400 kilometres patch then why the quality of 100 kilometres of road length is inferior? This is our concern and the Ministry should look into it.

My second request is that alongwith Highways, we have prepared bypasses for them but the internal roads have been left out like Deori bypass, Udaipura bypass, Khargone bypass, Bareilly bypass on Bhopal-Jabalpur Highway or the bypass of Bari, the interior roads have not been constructed at these places. Their condition is very bad, these area are overlapped by dust; traders are getting troubled everyday and we go through that route. Since the subject of National Highway comes directly under the Government of India, people urge us that it should be constructed and maintained. I would like to request through you that the Government should take a quick decision on this issue.

Hon'ble Chairperson Sir, I would like to say the last point to the Hon'ble Minister, through you, that the part of Narsinghpur district and the crossing of the Jabalpur-Jaipur Expressway under the North-South Corridor is a plane land. It is the

best land of Asia, through which both of these highways cross. Due to the flatness of the land there, the drainage system of water is not working properly. The water gets filled there and remains stagnated for months. In Narsinghpur district, particularly at the Highway crossing, where thousands of people have settled due to this NH, the farmers are not able to get water pumped out from there during their sowing etc. I would also request through you that the Ministry should help people there by launching some big project for drainage system.

Again I would like to support the Demands for Grants of the Ministry of Road Transport and Highways and thank you from the bottom of my heart for giving me the time to speak. Thank you.

[English]

SHRI THOMAS CHAZHIKADAN (KOTTAYAM): Thank you, Mr. Chairman, for giving me an opportunity for participating in this discussion on the Demand for Grants of the Ministry of Road Transport and Highways.

This is a very important Ministry. As we all know, road infrastructure is very important for the growth of any country, and for economic as well as social development of any country. As per the available information in the NHAI website, we have around 1,32,000 kilometres of highways, out of which more than 70,000 kilometres are under NHAI. There are several projects proposed by NHAI. The total amount of allocation in the Budget is Rs. 68,000 crore but the demand is of Rs. 1,99,000 crore. Of course, the demand is very correct and the amount required is definitely more than Rs. 68,000 crore.

The Government is proposing so many highways, including greenfield highways and expressways. But I am constrained to mention that out of these greenfield highways and expressways, there is not a single expressway proposed in Kerala. We have a few greenfield highways proposed in Kerala and also a few other highways, out of which four are connecting my constituency. Out of these four

highways, there is one greenfield highway, NH-85, Kochi-Munnar-Theni, 152 kilometres in length. More than 30 years ago, there was a proposal for constructing a bypass at Tripunithura which is connecting three constituencies, Kottayam, Chalakudy, and Ernakulam. A bypass having a length of more than eight kilometres was proposed to be constructed in two phases. The first phase was four kilometres long for which 16 hectares of land was proposed to be acquired.

Four hectares of land was acquired more than 30 years ago. The balance land was frozen. Our hon. Member Shri N.K. Premachandran was mentioning that when the consultants were preparing the project for the construction of highways, they were not consulting the Members of Parliament, the representatives of that area. That has happened here in this case also. The consultants have prepared a new alignment, for which they have proposed a bypass from Angamaly to Kochi, which is avoiding this Tripunithura Bypass. Again, this NH-85 greenfield highways is avoiding the Tripunithura Bypass. More than 219 families are suffering now.

They are not allowed to use the land for the last 30 years. We have already represented to the NHAI. I understand that as per the NHAI rules, there can be a standalone project which can be a 'spur connectivity' to Tripunithura from NH-85, that is Kochi-Munnar -Theni Bypass. That will save the lives of 219 families. I have already represented it. We all have represented it. I would request you to take up this matter and give directions to the NHAI that while they construct the NH-85, that is greenfield highway from Kochi-Munnar-Theni, they should construct a spur connectivity for the Tripunithura town which is connected to the greenfield highway.

Sir, there is another proposal for construction of a new greenfield highway parallel to the MC Road. MC road is the first State highway in Kerala from Trivandrum to Angamaly. There is a proposal for construction of a greenfield highway, parallel to MC Road. The length of the highway is more than 228 kilometers. The proposal is pending there. Some alignment has been taken up, but no fund has been allotted. So, I would request that immediate steps may be taken for construction of a greenfield highway from Trivandrum to Angamaly, parallel to MC

Road which will help reduce the present congestion on MC Road. MC Road has a length of more than 200 kilometers and a parallel greenfield highway will definitely set off the congestion on MC Road.

There is another proposal which has been agreed to by the hon. Minister with our hon. Chief Minister, that is a road connecting from NH-183 to NH-85 starting from Kottayam, that is my own constituency, via Palai to Thiruvalla to Oonnukal. Oonnukal is connecting to NH-85. So, the proposal for connecting NH-183 and NH-85 has been agreed to by the hon. Minister for Ministry of Road Transport and Highways and our hon. Chief Minister, but no further progress is there. This will boost the tourism potential of Kerala. Kerala is famous for tourism. Kumarakom is just 15 kilometres away from the starting point of this highway. From Oonnukal, you can go to Munnar and Kumarakom. One is a backwater station and one is a hill station. ... (*Interruptions*)

HON. CHAIRPERSON: Please conclude.

SHRI THOMAS CHAZHIKADAN: That proposal should be taken up immediately.

Lastly, all the Members were mentioning about road safety. There is a slight reduction of 12 per cent in road accidents during the last one year when compared to the previous year, but the Government should take steps to reduce these accidents. There are people who are driving after drinking; there are people who are over speeding; there is jumping of the traffic signals; driving while using mobile phones; and driving without seatbelts, etc.

These things should be restricted and prevented, and action should be taken against those people who are violating the law.

Thank you.

[Translation]

***SHRI RATANSINH MAGANSINH RATHOD (PANCHMAHAL):** I would like to place my views on the Demands for Grants related to the Ministry of Road Transport and Highways for the Union Budget Year 2022-23.

The manner in which roads are being constructed at a rapid pace by the Hon'ble Prime Minister Shri Narendrabhai Modi ji's Government today is a commendable work. The way roads are being constructed under the Bharat Mala project today, it is becoming much easier to cover the distance between big cities by road transport.

I would like to demand from the Hon'ble Minister that entry and exit points should be provided at Godhra on Mumbai-Delhi Highway which is being constructed under the Bharat Mala Project, so that it would be convenient for the passengers travelling through this Highway to exit from Godhra and go to Udaipur, Shri Nathdwara (Rajasthan) and Ambaji Shaktipeeth.

Thank You.

***SHRI BHARATSINHJI SHANKARJI DABHI (PATAN) :** I express my views on the Demands for Grants for the Ministry of Road Transport and National Highways for the Union Budget 2022-2023.

The way roads are being constructed at a fast pace by the Government of Hon'ble Prime Minister Shri Narendrabhai Modi ji, It is a very commendable. Today the way roads are being constructed under the Bharat Mala project is making it very easy to cover the distance of big cities by road transport. I demand from the Hon'ble Minister of Road Transport and National Highways that entry and exit points should be given at Godhra at the Mumbai-Delhi Highway being constructed under the Bharat Mala project. This will provide great convenience to the passengers traveling

·Speech was laid on the Table

and leaving from Godhra to Udaipur, Shrinathdwara (Rajasthan) and Ambaji Shaktipeeth and the people of Central Gujarat and South Gujarat will also be benefitted by this Highway. Thank you,

* **SHRI GAJANAN KIRTIKAR (MUMBAI NORTH-WEST):** I express my views on the Demand for Grants of the Ministry of Road Transport and Highways 2022-23.

Hon'ble Union Transport Minister has started the repair work of all the Highways of the country and some new high-speed Highways are also being built. I appreciate it, but some such Highways have become useless for the past several years, which are being repaired today. Even the roads are not being maintained, accidents are happening, the culverts are also in a dilapidated condition, perhaps the Hon'ble Minister will not be aware of that, I would like to mention it.

Maharashtra has a very important place in the country and many cities of Maharashtra have also got recognition in the country and abroad. For example, Pune, Nagpur, Mumbai are considered to be very important metropolitan cities. I would like to mention about one such very important Mumbai-Goa National Highway.

The work of Mumbai Goa Six Lane National Highway was started in the year 2011, the work is going on at such a slow pace that despite passing of almost 11 years, it could not be completed till date. The Godibridge, built six years ago on the Kundalika river at Ambewadi Naka in Raigad district, falling on this Highway, has also got broken at many places, accidents are taking place. There are possibilities of any major accident anytime.

Accidents of animals can be averted if a passage is made under the Highway near the Karnala Bird Sanctuary, which falls on the Mumbai-Goa Highway. The culvert built over the Jagbudi river at Taluka Khed in Ratnagiri district is quite narrow. It should be expanded or reconstructed. There is a sharp turn on the road leading to Bharat Talab from the Jagbudi river which causes accidents. If a straight path is made by breaking the hill in front then the time and accidents can be reduced. The 19 km Kashedi tunnel to be constructed at District Ratnagiri Taluka Khed is

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Speech was laid on the Table.

getting delayed. Rs. 300 crore has been spent till date, the more the delay is increasing, the more the expenditure is increasing, so please complete it soon. Out of 355 kms, the work of 144 kms from Indapur to Jharap road is incomplete. It should be completed immediately. The work on the 117 kilometer road from Indapur to Vadpale in Raigad district and Parshuram to Wakad in Ratnagiri district has started at a very slow pace.

I request the Hon'ble Minister to pay attention on priority basis to the Mumbai-Goa Highway and complete it soon and also repair or make new ones on the crumbling culverts on the Highway. Please make provision of funds where it is necessary.

The number of accidents on the Western Expressway Dindoshi Udanpu is increasing day by day. The concerned authorities should investigate these accidents and if there is a technical fault or any other reason then action should be taken on it.

Metro related work on the eastern side of the Goregaon, Aarey Check Naka, the metro work on the Western Express Highway has been completed so it has become necessary to construct a service road on its side which will relieve the congestion on the main road east of Aarey Road, Goregaon.

Wardens are appointed to make Mumbai transport traffic convenient. Many youths in the society are enthusiastic for charitable work. Please appoint more and more such youths as wardens.

The length of National Highways in the whole of India is one lakh thirty two thousand five hundred kilometers. About 25 crore, 30 lakh vehicles of all types ply on these Highways. Three thousand seven hundred people die every day and one lakh 50 thousand people die every year in road accidents. More than two million people are seriously injured in accidents every year. This is not a matter of pride for a developing country like India. Today, India has become number one in the world in road accidents, so it has become necessary for the Central and State governments to pay serious attention to the condition of the road. In view of the increasing number of vehicles in the country, the number of employees in transport offices is

very less. While renewing licenses and issuing licenses to heavy vehicles, these are not checked properly and fitness certificates are also given to vehicles due to monetary corruption and this result in accidents on the road. The Hon'ble Minister should also pay attention to this.

Pilots of airplanes are trained every year by simulator method, I suggest that similarly training should be given to drivers of heavy vehicles every year, which will reduce the number of accidents. There are no sign boards on Highways or the installed sign boards are not visible properly due to which accidents take place. Auto insurance companies are in a very profitable position. Accidental vehicle owners also have a lot of problems for insurance. I suggest that if some part of the profit of the vehicle insurance companies is taken by the transport department for the road remedial scheme then it will help in reducing the accidents.

Motor tribunal case is heard after a vehicle accident. The cases go on in the courts for many years due to which the accident vehicle holders are not able to get vehicle insurance. I request the Government to set up courts like Lok Adalat for quick disposal of such cases and also increase the number of tribunal courts. The rear red light of most vehicles is closed and there is no radium reflector on those vehicles. Due to technical fault when these vehicles are parked on the road for rest, the vehicles coming from behind are not able to see these vehicles and accidents happen. I demand that it should be made mandatory to install radium reflectors on all vehicles. To prevent accidents, CCTV should be installed on all the Highways of the country and action should be taken against those who violate the rules.

The old vehicle rules also impose complete ban on vehicles older than 10 and 15 years in. With the decision of the Union Government, it has become mandatory for those vehicle owners whose vehicles have become 14-15 years old to purchase new vehicles. Being the Chairman of the State Security Committee, I demand that tax and central excise duty be waived on new vehicles for such vehicle holders.

SHRI RAJIV PRATAP RUDY (SARAN): Thank you Sir. Today, in this discussion on the subject of demands for grants in the Budget, you have allowed me to speak. Indeed, if the Ministry of Road Transport and Highways asks for Rs 2 lakh crore, it should be allocated Rs.1 lakh crore more than what it has asked for because the Prime Minister of the country has formulated the best plan in the larger interest of the country. I think no bigger work than this has ever been done in the country for the past 70-100 years. The works which are being carried out right now are matchless and has no comparison with what were done earlier, it is simply amazing.

Sir, I am from North Bihar. If one has to go to North Bihar, one has to cross the river Ganga. I have been a little envious for the past few days. I was envious of the fact that I saw a fighter aircraft landing on Agra Highway before the elections in Uttar Pradesh. Shri Jagdambika Pal Ji and others sitting here would agree to me. This made me a little envious. I met with the Honourable Prime Minister and the Honourable Gadkari Ji in this regard. I would like to mention that in Bihar also a similar Access Control Highway from Bakarpur-Sonepur to Dumariya Ghat is going to be constructed, where the speed limit will be set as 120 kilometers per hour. The Doctor Sahab from Gopalganj is also sitting here who would definitely commensurate to my views. The journey that is completed in four-five hours now will be completed in just 1 hour 10 minutes. A fighter aircraft can also land on it. The Prime Minister of the country has given such a road to the people of Saran and to the people of Bihar also.

It was very difficult to cross the river Ganga. People keep talking about packages, special status etc. I do not know much about this but I do know that the Government of the country formulates policies and the development that takes place after effective implementation of the policies is much more important than the packages etc. The special status becomes insignificant, if our policy, vision and the plan are well-suited then millions of rupees would flow to the states. We have been in Parliament for the past 25 years but we had never witnessed such a competent

Government before this. This Government is taking Bihar and the whole country ahead.

Giriraj Ji, Bihar will have to think for itself how it could move ahead because when such things happen, it flares up fury among the people. We were asking for constructing a two-lane Ganga-Setu. While addressing to this issue, the Government of the country and the Honourable Prime Minister said, "Brother, why are you asking for just a two-lane? When you have to cross the river Ganga and pass through Rudy Ji's Parliamentary Constituency area and go via Hajipur then make it a six lane bridge. Today, six lanes are being constructed parallel to JP Setu. We had to face great difficulty in Chhapra city. There was a two-lane road. We demanded for its expansion from the Government of the country, after which it is going to be a six-lane bridge today.

In addition to this, there were also talks of having direct road to Vaishali. I do not know since how long the demand to have a straight route from Patna to Vaishali used to be taking place. You can reach Vaishali directly from Sonapur, via Darihara by crossing the river Gandak and from Vaishali you can reach Nepal via Sahebganj. This scheme has also been approved. ... I will talk about Sherpur-Dighawara bridge. I would like to express my gratitude to the Honourable Chief Minister of Bihar.

I told him, in a speech in Nayagaon that we need a bridge, he verbally acceded my demand. We got approval from there and now a new bridge is being constructed between Sherpur-Dighawara at a cost of Rs 5,000 crore which will be very beneficial for the entire North Bihar. A lot of works including four-lane, six-lane roads, etc are being carried out in our state.

DR. NISHIKANT DUBEY (GODDA): Who is constructing all this? Whether Nitish Kumar ji is constructing these or the Union Government?

SHRI RAJIV PRATAP RUDY: Nitish Kumar ji gave his consent, he himself demanded this and the Central Government is carrying out the construction works. Right now, we are talking about the Central Government only. ...
(Interruptions)

Sir, this period of discussion may kindly not be counted, Nishikant Ji has interfered amid the discussion ... (*Interruptions*). It causes disruption in the discussion. Now, I would like to talk about Uttar Pradesh. It does not take much time to reach Lucknow. Because earlier, the Ghazipur-Chhapra-Majhi road was just a two-lane road, moreover, there was no Highways. The proposal for construction of the Highway on the said route was also approved immediately and as soon as this work gets completed, we can reach Lucknow from Chhapra in just two and half to three hours.

Hon. Chairperson Sir, people often talk about the need for special status to Bihar but I think that we need to formulate a suitable policy, adopt a positive attitude and go ahead with implementation of the policies. Thereafter, there is a question of Revelganj bypass. This is a small Nagar Panchayat. Earlier, there were a lot of troubles faced by the common men but now there is a network of roads. A new bridge is going to be constructed from Dighawara to connect Ram Janki Path in Phase-II. I can proudly say today that a large network of roads has been created in North Bihar. Saran district is our gateway to North Bihar. The Government under the leadership of the Hon. Prime Minister of the country is constructing roads at the cost of Rs. 18 thousand crores in Saran district. It is not a question of package, but formulating the best suited policies by careful planning and moving ahead, as being done by the other States. Why there is outcry for the Special Status or Package. We are moving forward and the State Government should also have the resolve to move forward.

Hon. Chairperson Sir, now, I would like to talk about the policy decision. The Government or State Government of the country constructs roads. We construct the roads and erect barriers for the access control which is misused by the various categories of people, like, someone starts opening a showroom alongside the Highway, some real estate companies start buying land in that vicinity, some people start constructing their private roads from there. The Government of the country does not construct roads to let someone carry out his personal business on the

roadside but to facilitate the movement of people. The State Government must declare right-of-way at least upto 30 to 50 meters on either sides for constructing service lane parallel to the Highway, immediately after the construction of National Highway is declared at any place in a State. No works or business should be allowed irrespective of the status of acquisition of land, once the construction of Highways in any area is announced by the Government. This scheme will prove to be effective on the day, the Government starts constructing roads as per its requirements by following well panned policies. We must take this policy decision. The Honourable Minister, the Government is spending money in the Bharat Mala Scheme.

The Government should sanction roads under the Bharatmala scheme only at those places where the State Government clearly states to construct 25 metres out of the total 35 to 40 metres of the designated right-of-way. They should also agree to get the service lane constructed as soon as they have the funds. At least there will not be any loss of millions of rupees. Therefore, I would like to say that a policy decision is needed. The State Governments which are constructing PWD roads, should also need to take a firm policy decision that the land along the roads is not meant for building shops. Roads are built to travel and to travel safely.

Sir, all the Members of Parliament said and we also saw that one thousand crores are spent just on DPR consultants, those who make projects of DPRs. Investment in just making DPRs in this country is thousand of crores. What does it mean? He just prepares a DPR which simply mentions from where the road will pass, where the underpass should be constructed, from where the bypass should be taken out and lastly, he brings that map. It is approved and passed by the officers of NHAI and then the tender is done. Thereafter, MP Sahab keeps struggling to find out a suitable way, like, how they will get out of here, how the car will pass from here, how they will cross the road, how they will go from the road, etc. The consultants do not interact with the public representatives while preparing the DPR. They are not aware of the ground realities and consequently, we all get entangled and start struggling with these issues after some days.

The consultant prepares a faulty DPR which is approved by NHAI officers who themselves do not know anything about ground situation. We have been visiting the rural areas of the country for the past 20 - 30 years, we are well aware from where the roads start and where the streets come from. They make plans, tender, select contractors, acquire land, but what do they know?

It takes years to plan, there is no problem but the plan should be such that it can be implemented in six months. We lack in planning and implementation takes time. There should be a policy decision on this also.

Sir, I would like to mention about two main things. The intention of the Government and the Hon'ble Minister is very clear. This is the notification of the year 2020. You all are talking about CRIF and CRF. This is the notification which guides everyone's work in this country related to CRIF and CRF and on the basis of this an AE, a JE, an RO, a PD prepare the proposal and forward it from there.

Not sure if they understand this English and then it gets rejected in the head office and by rejecting this proposal they try to defame the Hon'ble Minister and they manipulate decisions of the Government and try to defame the Government as well.

Please call for this circular, Singh Sahab. What all should be constructed, it's all written in the CRF. Sir, we know how it works. It is strategic because it is for the whole country, not only for me. I personally don't have any issue at all. *[English]* There are types of work to be included in CRF, *[Translation]* and out of four of them one is – *[English]* 'Construction of bypasses and parallel service roads along National and State Highways'. *[Translation]* If you want to construct a bypass in CRF and make a parallel service road, then provision has been made for it. Now we go to the next page. It has been said in it that it will be constructed there.

[English] The second sentence reads thus in this very notification. Everyone must bring out a copy of that notification and see how someone has twisted it. *[Translation]* No one would have time to notice these details. *[English]* "However, land acquisition shall be allowed for development of NH with contribution of State

land cost”, *[Translation]* it states that unless you have un-encumbered land, we will not allow this. You tell that where the bypass is to be built, will the State Government buy the land and keep it ready in advance?

First you will give the No Objection Certificate. It has been clearly mentioned in the format that when the State Governments give the certificate that they will provide the land then their plan should be considered by the Government of India. I want to tell you about four schemes. I have also told the Hon'ble Minister. Government of Bihar has prepared and sent it. it is written in English *[English]* -- "This is to certify that the entire unencumbered land needed for the project will be made available after the sanction of the project". *[Translation]* It is said that the land is not approved in this and all the five schemes are rejected and sent by one Babu, one GM. After all, where will the MPs go and keep their point? Such cases happen everywhere. A plan has been proposed on the defect of the circular. I have given this to you. You please set up an inquiry on this and action should be taken against the officer who has done this. You clearly have proof.

Sir, I want to come to another point. The Central Government and the Prime Minister are doing a very good job. We are praised for whatever we put on Facebook and social media. It has been 14 years to this scheme of the year 2008, but what is my fault in this? I have been requesting for the last 14 years that this scheme should be implemented. Everyone writes good things that Rudy ji will land helicopters and planes once this road will be constructed. In between, somebody will write some 6 lines on Facebook that what will happen to NH 19? We haven't planned this. After that 8 chairpersons of NHAI have been changed. Neither do I know the contractor, nor have I constructed the road, nor have I planned it, nor do I have to complete it. Mr. Sigriwal is sitting here. The public has been saying bad things about him and me for the last 14 years. Every time we run to the Ministry to get this road completed, whatever other work has to be completed, get it done.

Sir, there are banks on one side. There is a consortium of banks. SBI is the lead of the consortium which says that the funds will be sanctioned. NHAI says

that the funds will be sanctioned in November. Now there are four more banks in the consortium. Every bank has to pay 5 crore rupees and 197 crore rupees has to be sanctioned. A bank has been holding the funds since last 5 months. Now none of your money will be sanctioned. The scheme which was of 400 crores has now become of 1200 crores. All the officers are sitting. Now that work is to be completed in Rs 200 crore. Approval was given in November. Now March has come. Funds will be sanctioned when it starts raining. 197 crore rupees will be wasted again. After that, they will start making proposal that they need Rs 300 crore again. After all, what is the fault of a public representative, i.e. Member of Parliament? Today, two hours ago a circular has come, which says that the losses should be set off. Today these people have reversed the decision of what they have accepted in November. If people like us are not engaged then nothing would be known. The road is being built for 16 years.

Most of all, if the people of Chhapra are angry with us then it is because of this matter. What is my fault in this, I always raise this issue here. I mean some officers are like that. I want to highlight one more thing, the Hon'ble Minister is doing a very good job, the Prime minister of the country is outstanding, the whole world is saying that we have to rectify the old schemes and legacy. A building of Hon'ble Minister was being constructed recently, the building of NHAI was also being constructed, he also said in anguish that the photographs of the GM responsible for the construction of the said buildings should be hang on the walls. Sir, please give us some land and funds, I would also like to construct a museum of all the chairpersons of NHAI and of all the GMs for this scheme of NH-19 so that the country remembers them. Just like the Minister has talked about getting their photos installed at his place, I also want to make a museum at my place, this road was built for 17 years, the photos of present officers will also be there.

Sir, I had only two matters to raise. I again request to the Hon'ble Minister to pay attention to all these matters, this matter is in the knowledge of Gadkari ji. As a matter of policy, I have said two things, such people put unnecessary slander on the

Government of the country, that is, spoil the good work, I believe an action will be taken against them too.

Sir, Hon'ble Prime Minister, Hon'ble Nitin Gadkari, Government of India, Giriraj ji, all the people, Rajkumar Singh Sahab, VK Singh Sahab, all of you are doing very good work. I congratulate all of you, Nishikant ji, Rao Saheb. Thank you.

[English]

***SHRI S. R. PARTHIBAN (SALEM):** In 2022-23, the Ministry of Road Transport and Highways has been allocated nearly Rs. 68,000 crore more than the revised expenditure in 2021-22. In absolute terms, this is the highest increase among all ministries in 2022-23. Nearly all of this additional allocation has been earmarked for investment in NHAI. After many years, NHAI will not have any borrowings, and rely entirely on budgetary resources. As of November 2021, NHAI's total debt stood at Rs. 3.38 lakh crore. This is nearly 150% more than the allocation to NHAI in 2022-23.

In 2022-23, capital expenditure is estimated at Rs. 1,87,744 crore while revenue expenditure is estimated at Rs. 11,364 crore. Since 2015-16, the share of capital expenditure of the Ministry has increased significantly, while revenue expenditure has gradually declined. In 2022-23, 94% of the Ministry's spending is estimated to be on capital expenditure.

Developing 3,500 km of NT-Is in Tamil Nadu. Project length of 125 km is completed, and 2,214 km is ongoing.

Bengaluru — Chennai Expressway: 278 km will be initiated in the current financial year. Construction will begin in 2021-22. The complete corridor of 262 km has been awarded in the month of September 2021.

In this budget it is mentioned that the Chennai — Salem corridor: 277 km expressway will be awarded, and construction would start in 2021-22.

The flagship 277 km Chennai Salem corridor is in pre-construction stage with studies undertaken like Social Impact Assessment (SIA) to analyze and create proper alternatives as per guidelines of the Supreme Court. I request the Ministry to implement this project unless otherwise the Tamil Nadu state govt approval and guidance.

The Union Ministry of Road Transport and Highways on Wednesday said nine national highway projects costing 6,137 crore were "delayed for a very long

* Speech was laid on the Table

time" due to delay/non-granting of permission for extraction of borrow earth, Covid-19, acquisition of land, forest and environmental clearances, shifting of utility services, and slow progress of work by contractors. But these projects were awarded to contractors in 2016, 2017 and 2018 and originally scheduled to be completed within two years. For instance, four-laning of 43 km of Villukuri to Kanyakumari section of NH-47 and Nagercoil to Kavalkinaru section of NH-47B were awarded in July 2016. The project costing 544 crore was scheduled to be completed in July 2018. Similarly, four laning of NH-47 from Kerala/Tamil Nadu border to Villukuri section was awarded in August 2016. The project cost to lay 27km stretch was 519 crore. The other projects include, six laning of the remaining work on Chennai-Tada section of NH5, four laning of Chettikulam-Natham.

Thank you.

[Translation]

***DR. SHRIKANT EKNATH SHINDE (KALYAN):** I express my views on demand for grants for the Ministry of Road Transport & Highways. It is a matter of pride for Maharashtra that a Minister of this Ministry and a Senior Leader of the Maharashtra and the best performing Minister of this Government Sh.Nitin Gadkari Ji was referred to as Roadkari by Respected Balasaheb Thakre Ji when he was a Minister in the Government of Maharashtra and as we all know that Mumbai Pune Expressway was also built in his tenure. I would like to compliment him and Minister of State General V.K Singh Ji who led this huge evacuation operation named Operation Ganga launched by India. The Government has allocated Rs 1,18,101 crore to the Ministry in this year's budget which was Rs 1,99,107.71 crore last year. An increase of Rs 68000 crore is made which I welcome. The maximum amount has been provided to NHAI which is Rs 1,34,015 crore (67%) and the rest amount (3290) has been provided to roads and bridges whose amount is Rs 64,573

·Speech was laid on the Table

crore. If we talk about the announcements then the target fixed for National Highway expansion by Hon. Finance Minister was 12000 Kms. To achieve this target, we have to build 70 kilometres road per day but as per the Economic Survey 2021-22, 20.89 km of highways have been built everyday. I would like to be apprised of by the Minister about the roadmap created to achieve this target in the coming one year because we have to work on record speed to reach this speed from 20 km per day to 70 km per day. The Finance Minister has also talked about the infrastructure projects financing through Infrastructure Investment Trust (InvIT), securitisation and "green highway" and NHAI has raised Rs 18,000 crore through its first InvIT .The details of PM Gati Shakti programme was also provided by the Government under which the target has been fixed to establish a digital platform with a national masterplan of various Ministries on infrastructure by bringing 16 Ministries, including Railways, Roadways, Shipping and Aviation, as well as bringing the States together for integrated planning and implementation of infrastructure connectivity projects and it is proposed to create 100 cargo terminals to facilitate faster movement of people and goods.

I would also like to welcome the announcement of National Ropeways Development Programme which will be developed through public-private-partnership mode .

In context to the development of the Ropeways , it is also proposed to include congested urban areas, where conventional mass transit system is not feasible. We also welcome the sanctioning of multi-modal logistic park in Nagpur from Maharashtra. I would like to put forth some suggestions and questions in front of the Minister and hope that he will give clarification on this in his answer.

NHAI Debt and Black Spots are the foremost issues. The debt of National Highways Authority of India (NHAI) which has now increased by 14 percent from 2014-15 till date and it was Rs 3,38,570 crore on 30 November 2021. The total outstanding debt of NHAI was Rs 24,188 crore in 2014-15 and the Hon. Minister has given a statement just today that a lot of reforms are required in NHAI.

I would like to know from the Hon. Minister that what is being done by the Government on this issue?

Another issue on which we need to pay attention is the Black Spots and policy guidelines have also been issued by the Ministry but there has been an increase in number of deaths occurring due to road accidents in the country. The ART HET has a suggestion that Ministry/NHAI should review the safety audit process and the Standing Committee in its 307th report has suggested that identified black spots may be rectified at the earliest and the definition for identification of black spots may be tightened so as to identify and rectify more accident-prone spots across the NH network in the country.

The Government has done a lot of development work through CRIF Demands, Central Road and Infrastructure Fund but only 10% of the allocation made to States under CRIF is to be earmarked for road safety works. The Hon. Minister has said it number of times that the rate of road accidents happening in India is the highest and 29,000 road accidents were reported in Maharashtra and 13,346 people died in these incidents in Maharashtra in 2021, which is 4 per cent more fatalities than the pre-COVID-19 period and if we notice NCRB data then India recorded 3,74,397 accidental deaths in 2020 with road crashes constituting over 35 per cent of such fatalities. My request to the Hon. Minister is that share of CRIF funds should be allocated to the State Governments for carrying out road safety works from the existing 10 per cent, Many states have also raised their demand for allocation of CRIF Funds. This needs to be changed because in the present time criteria for allocation of CRIF funds is based on 70% weightage to area of the States and 30%, weightage to fuel consumption in the State. To extend the benefits of CRIF to the smaller states criteria may be reassessed to ensure that there is a logical, equitable distribution of CRIF funds and smaller States are not at a disadvantage in terms of the CRIF allocation that they receive. Moreover, I also have this suggestion that comprehensive Master Plan should be prepared so that road connectivity to

important tourism places, cultural places, ports etc. gets promoted and for this purpose also, CRIF should be utilised in which higher priority should be accorded to those roads whose construction will provide connectivity to places of tourism and cultural significance and last mile connectivity to ports get boosted.

The Bharatmala Pariyojana is being implemented by the Government whose original timeline for Commission was 2021-22 but till date only 20,632km (59.28% of total) has been awarded only 7,375 km 21.09% of total) has been constructed by December, 2022 out of the overall target of 34,800 km and due to this, estimated cost of BMP Phase-I has almost doubled from Rs. 5.35 lakh crores to Rs. 10.63 lakh crores, I would like to know from the Hon.Minister about the cost escalation and the reasons for the slow progress of this work?

Repair and Maintenance, another issue which has been discussed by many Hon. MPs is the development and maintenance works, At present, tentative length of NHs under maintenance and repair is about 27,000 km and these are not under the liability of other Contractors. The maintenance of 36,300 km National Highways is being carried out through the funds available under the head 'Maintenance and Repair (M&R) of NHs', but the budget allocated under this head is a paltry Rs. 2,480 crore for the FY 22-23, which is only about 1.24 percent of the overall BE 2022-23 allocation of Rs. 199,107.71 crores. I think this allocation needs to be increased. Alongwith these suggestions, I hope that the Hon.Minister will answer it.

[English]

SHRI BENNY BEHANAN (CHALAKUDY): Sir, last week this House discussed the Demand of Railways, the country's most extensive public transport system. Many of our esteemed Members expressed apprehensions on the impact of privatisation of Railways by the NDA Government. Today, the discussion is about another significant public transport system such as the National Highways. Tomorrow we are going to discuss Shipping and Civil Aviation and the basic requirements for it. Sir, this Government is implementing privatisation policies here

as well. The big ports, airports and air services including Air India have been privatised. Thus, most suspiciously, the Modi Government has transformed itself into a dealer of privatisation of our country's primary assets.

My humble request to the hon. Minister Shri Nitin Gadkari ji is to kindly look into it and take steps to save our roads which are the nerves of our public transport system. I have faith and confidence in him. I appreciate his sincerity. I am delighted to congratulate him for allocating a sizeable sum in the Budget for more extensive projects of this Government such as Gati Shakti.

In India, we are heavily dependent on road transport both for freight and passenger movement. As per the latest data, over 71 per cent of freight traffic and about 85 per cent of passenger traffic is dependent on road transport. This shows the importance of increasing the road transport infrastructure. This overdependence on road transport in both passenger and freight sectors makes it absolutely necessary to maintain our highways and roads in good condition with all amenities. The NHAI is now carrying out the widening work of NH66 to four-lanes in Kerala. A considerable portion of that passes through my Constituency. I express my sincere thanks to the hon. Minister for the initiative he has taken in this work.

The Government of India has privatised the air traffic sector and privatisation in Railways is also progressing. Now, the only major traffic system remaining with the Government is the road transport. Hence, I request the Government to seriously consider this, prepare and implement detailed projects to meet the demand of road traffic for a period of at least coming 30 years in a mission mode. Implement the projects within the timeframe of next five years. I would suggest that the above project be given priority to upgrade the quality of the existing highways to international level by providing all modern facilities and also make them capable of addressing the growing needs of the next three decades. The most important part of the National Highway Development Project is the North-South-East-West Corridor which connects Srinagar to Kanyakumari and Silchar to Saurashtra.

The main objective of the highways is to reduce distance and time between the major cities.

Another important project is Bharatmala Pariyojana. It is expected to carry majority of the freight traffic on roads. The programme also envisages development of bypasses and such other things.

Setu Bharatam is another ambitious programme which includes construction of bridges and flyovers.

Sir, in my Parliamentary Constituency, Chalakudy, work on an underpass started ten years back. This work is progressing at a snail's pace. We could not complete this underpass in the last ten years. We had a number of discussions with the NHAI and the local Government. On the conclusion of our last discussion, we entrusted the District Collector to monitor the work. I was in Chlakudy yesterday and saw that only four persons were engaged to complete this work. I would humbly request the Government to either terminate the contractor or expedite the work as early as possible, as this is the main bottleneck in the movement of traffic at Chalakudy.

A major portion of our roads are not suitable to meet the growing demands of our country. Though the number of vehicles is increasing every year, our investment on roads is far below the required sum. In my State, Kerala, the number of vehicles is fast growing. It was doubled from 60 lakh in 2011 to 148 lakh in 2021. The number reached 121 lakh in 2019, that is, in eight years. And, in 2021, that is in ten years, the number reached 148 lakh. As a result of this uncontrolled vehicular growth, and insufficient roads with poor conditions, the number of motor accidents has increased.

At present, the increasing number of road accidents and its casualties are a major concern. India ranks first in the road traffic crash deaths across 199 countries and accounts for almost 11 per cent of the crash related deaths in the world.

To tide over this situation, urgent action plan is needed. Imparting awareness to drivers and the public is essential. Similarly, steps should be taken to include

road rules in the syllabi of schools and colleges. I still remember some lessons that I have learnt during my school and college life. A.G. Gardiner has defined 'the rule of the road'. I still remember the above lesson learnt during my student days and I still follow the guidelines learnt then when I drive.

Sir, the Government may also consider developing alternate transportation methods by using waterways and sea routes after providing sufficient connectivity with existing road rail setup.

I would now point out another thing that my beloved friend, Shri Thomas Chazhikadan has also pointed out. In my constituency, there is an issue with regard to a bypass. The alignment of Kochi-Madurai Highway was fixed some 30 years ago but the same could not be completed even after the lapse of three decades. Some families got the compensation, while approximately 200 families on the 8.5 Kms. long Thrippunithura bypass - whose land was either frozen or acquired for the project - have not received any compensation. They have not been in a position to sell their property or renovate houses for the last 30 years. However, after a long period, a new project Kochi-Theni Greenfield bypass was announced and the Thrippunithura bypass was included in the alignment initially. Now, the above families ran into trouble once again, as the stretch does not figure in the final alignment of the Kochi-Theni Greenfield Highway. The reason mentioned is that the NHAI has put forward another project, namely Kundanoor-Angamaly Greenfield six lane bypass. When the new bypass between Angamaly and Kundanoor was announced, the alignment of Kochi-Theni Greenfield Bypass changed and the old acquired land in Thiruvankulam area is presently not within the alignment. The owners of the land, which was acquired for Thrippunithura bypass, are waiting since the last 30 years for getting compensation of their acquired land, and are facing countless issues over the frozen ownership.

HON. CHAIRPERSON: Please conclude.

SHRI BENNY BEHANAN: Considering the above-mentioned points, I would request the hon. Minister to take urgent steps to revise and finalise the alignment of

the Kochi-Theni Greenfield bypass by incorporating the old acquired portion of land for Thrippunithura bypass, including the portion from Mattakuzhi bridge near Puthenkurish and thereby starting a bypass from Thiruvankulam area as early as possible.

[Translation]

Er. GUMAN SINGH DAMOR (RATLAM): Hon'ble Chairperson sir, I rise in support the demands of Rs. 1,99,108 lakh crores for the Ministry of Road Transport and Highways.

Sir, I would like to tell the total length of roads in our country. The total length of roads in our country is 58,90,000 kms. Converting this in terms of circumference of earth, it comes to almost 147 rounds of earth. If we are to connect earth with moon, 15 such road lengths will be required. So much is the length of roads in our country. The credit for this goes solely to our Hon'ble Prime Minister Modi ji, Hon'ble Minister of Road Transport and Highways Gadkari ji, Singh sahib and all the officers and engineers of the Ministry. The main reason for the high quality of our roads is the high level of technical parameters set. You can observe that before 2014, the quality parameters of our roads were lower compared to the international standards. Because of that, our roads used not to be so stronger than they are at present. Earlier, our roads used to get damaged because of the occurrence of piping action in the roads. But now, the construction of our roads involves, laying of cemented sub-base on which WM is laid followed by DPM and then Bitumen concrete surface is laid which makes our roads world class today. The main reason for this is that the Ministry carries out the intentions of our Hon'ble Prime Minister Modi ji. There are several special features of the present budget. I would like to say in this regard that we are constructing roads at a very fast pace. In the year 2004-05, the pace of road construction was seven kilometers per day. On the other hand, today we are building 37 kilometers of roads per day and our target is of 50 kilometers per day in coming times. We are building roads of different standards. The roads in our

villages are different. The roads constructed under the Pradhan Mantri Sadak Yojana are different, National Highways are different, State Highways are different, major district roads are different. In this way, with the construction of roads of different parameters, today, our connectivity is gradually matching the international standards.

Hon'ble Chairperson, Sir, I would like to tell you that the main feature of our budget is that we have accommodated the Pradhan Mantri Gati Shakti Yojana. The Pradhan Mantri Gati Shakti Yojana has involvement of almost 16 Ministries. The programmes will cover seven growth engines in it. The farmers will be benefitted by the Pradhan Mantri Gati Shakti Yojana. Our traders will get benefits. Our industrialists will get benefits. Our passengers will get benefits. Our transportation of goods will be easy. The main focus while constructing roads is on security. We are not constructing roads blindly. We are minimising the accidents that used to occur previously. A separate wing is working for enhancing road safety by identifying black spots across the country. We are successfully saving many lives with this. I would request that the entire House should pass this budget unanimously with voice vote because such a good budget has never been presented and still better will be presented in future.

Hon'ble Chairperson, Sir, I would like to put forward some suggestions regarding my constituency. All our district headquarters should be connected with four lane roads. Our Block headquarters and Tehsil headquarters should also be connected with four lane roads. The roads which are being constructed at present under the Pradhan Mantri Sadak Yojana are built with a load carrying capacity of 15-20 tonnes but keeping the present traffic load on them, their design should be modified to carry load up to 80 tonnes.

Sir, at the same time, I have some demands, which I would like to request through you. An 8-lane expressway is being constructed between Delhi and Mumbai which passes through my Lok Sabha Constituency Ratlam. So, I request the Ministry, through you, to set up a Multi-Modal Logistics Park in Ratlam in order to

connect Ratlam with Jhabua and Alirajpur with a 4-lane road; Ratlam to Jhabua has been included in Bharatmala-II, but could not be included Jhabua to Alirajpur due to toll road. It should also be connected by finding a way out.

Secondly, we can take direct shortcut route to Ahmedabad, Gujarat if Ratlam and Indore Road is connected from Petlawad to Badnawar, through 4-lane road so it should be connected.

It has been announced to construct a National Highway from Vadodara to Khandwa, however the construction work on this National Highway has not started yet. It should be started without delay.

The district headquarters of my Parliamentary Constituency is at Alirajpur. A bypass should necessarily be constructed in Alirajpur since the existing Highway passes through the middle of the city due to which a number of accidents occur. Construction of a bypass in Alirajpur is necessary to prevent these accidents.

The road connecting my Lok Sabha Constituency Jhabua to Banswara is not a four lane road. Therefore, I would like to demand construction of a four lane road to connect Jhabua to Thandla, Kushalgarh and Banswara.

Sir, my Parliamentary Constituency is a tribal dominated area. The villages here are in the form of very small habitations. The distance of these habitations called Falia. A Falia measures to 10-15 kms and these habitations are situated in remote jungle areas. The in-village roads which are supposed to be constructed have not been constructed and hence, priority should be given to these in-village roads.

There is National Highway-47 in our area. Its maintenance on Gujarat and Madhya Pradesh roads has not been carried out for a long time. The proposal for its maintenance has been received in our Headquarters. Through you, I would like to demand that the said proposal may be approved so that maintenance of the portion of the National Highway from Pitol to Machhilia, which is damaged at present, may be carried out.

Sir, I thank you and support these demands.

SHRI DULAL CHANDRA GOSWAMI (KATIHAR): Hon'ble Chairperson Sir, at the outset, I support the budget of Ministry of Road Transport and Highways for the year 2022-23.

Hon'ble Chairperson Sir, the budget for the Ministry of Road Transport and Highways has been raised greatly this year and its main objective is to augment the facilities of roads in the country. A big amount of Rs. 1,99,000 crores has been allocated with this objective by the Government of India. I thank the Prime Minister from the bottom of my heart for this.

Hon'ble Chairperson Sir, the amount for this year's budget has been increased by 52 percent in comparison to the provision made in the budget for the year 2021-22. This shows the intention of the Government of India. Similarly, in the year 2012-13, the pace of construction of NH used to be 11.6 kilometers a day but today, I feel proud to say that construction of 37 kms per day of National Highways by the Ministry of Road Transport and Highways during the year 2021-22 is a record in itself.

Sir, through you, I would like to put forward some important demands related to my area. This will push the development of Bihar and particularly the area and the district we are living in.

Hon'ble Minister is present in the House. NH-31 which connects Bihar's capital Patna with Purnea. It is a four lane road only up to Khagaria. I had earlier also demanded from the Hon'ble Minister to construct this 136 km stretch between Khagaria to Purnea into four lane road. The linking of Khagaria to Purnea will reduce the distance to Patna and the journey will become easier, So, the preparation of DPR should be followed by swift construction.

Similarly, through you, I would like to put forward another demand to the Hon'ble Minister. The East-West Corridor, connects Porbandar in Gujarat with Silchar in Assam. It passes through six States. Its total length is 3,507 kms. A lot of work has been done on this but there are some places in between where work should

have been done. This was a very ambitious plan of former Prime Minister Hon'ble Atal Bihari Vajpayee. Chiraiya is a place between Dalkhola and Purnea which is at 22nd kilometer milestone. This is old NH-31 and the new NH-27. The bridge near Chiraiya on this four lane road was damaged in the flood of year 2017. Now a days, one has to go through the bypass road and there occurs a huge jam. If you have made such a grand road then you should also make that bridge. This will make four lane road effective.

Similarly, I have one more demand. Katihar district is a flood affected area. It is also an aspirational district. In Manihari, there is NH-131, which goes to Ahmedabad. There is a bridge over the Mahananda River near Nakatti in West Bengal. It will directly connect Kolkata via Bhaluka and Malda. Land acquisition has been done in this 23 kilometres area, DPR work is going on and the process of awarding tender is under progress.

Sir, I would like to make a particular request to the Hon'ble Minister that Katihar is an aspirational district. This road construction should be expedited by completing tendering process. I have one more very important demand. We live on the border of Bihar. West Bengal and Bangladesh are adjacent to our area. Katihar has NH-81. This NH goes to Bastaul via Katihar. There are rural roads in Bastaul. There is no NH in that area. I was also born there. I had spoken about this in the budget session as well. This is the area of Barsoi. NH-81 goes from Bastaul to Rohia-Khopra and on the other side to it is Azamnagar block headquarter. Next to Azamnagar is Barsoi block and subdivision headquarters. Further ahead is Bigor Bazaar. After Bigor come Wahin and Makra of West Bengal. From there we will enter into West Bengal. From there via Subhashganj is NH-34 to Raiganj and further ahead is Balurghat. Bangladesh is further ahead of Balurghat. Their distance is about 100 to 125 kilometers. If they are connected directly then people will be greatly benefited. You are making four lanes road. Bridge is being built in Sahibganj. To connect Jharkhand and Bihar, a bridge is being built in Sahibganj with Rs 3000 crore. By extending the four lane road from Sahibganj, you are connecting it to NH-

27 in Purnia. If NH-81 is connected to Katihar, Raiganj of West Bengal, Balurghat district and to the border of Bangladesh directly then it will also be of strategic importance. It will also be important for the security of the country.

Sir, there is another thing that this will also lead to increase in the employment, industry and education sector. ... (*Interruptions*)

Sir, I am concluding. Today, the manner in which Nitin Gadkari ji, Hon'ble Minister of Road Transport and Highways and the Ministry are working under the leadership of Hon'ble Prime Minister is commendable. Our Hon'ble Minister VK Singh ji is also sitting here. He is noting down the points of each and every member. The way, he is working is commendable. People in my area discussed that if I have to choose one minister out of the Cabinet then who I would choose. I said that if I have to choose any one minister then I will choose Road Transport and Highways Minister Mr. Nitin Gadkari ji. He will develop Bihar and the country. Our Hon'ble Union Minister and the Minister of State are working very hard. They are working under the guidance of Hon'ble Prime Minister. The Prime Minister and the Finance Minister have also increased the budget. They have increased the budget by 57 percent. Sir, I have a small request. Their kindness will lead to the development of Bihar... (*Interruptions*)

Sir, it is a small matter. Just now Rudy ji was saying that Bihar does not need a special package.... (*Interruptions*) The Planning Commission has said that Bihar is lagging behind in development. Bihar is moving forward on its own strength. Bihar is progressing due to the resources being provided by the Hon'ble Prime Minister and the work being done by them. Bihar is a backward State. There is enough agricultural land in Bihar. There is also the problem of flood. Even after this, Bihar is moving forward. The Government of India should also pay special attention to it. Thank you very much Sir for giving me the time to speak.

DR. CHANDRA SEN JADON (FIROZABAD): Hon'ble Chairperson Sir, I am very thankful to you for giving me this opportunity to speak. I rise to speak in

support of the budget for the Ministry of Road Transport and Highways. My Lok Sabha Constituency Firozabad is about 100 km long and 70 km wide. There are negligible means of transportation there. The headquarters of the Firozabad district is located at the extreme ends of the East, West, North and South directions from Firozabad. One has to wait for hours to reach there. Sometimes it leads to a situation where one has to spend the whole night standing on the road.

The roads of Lok Sabha constituency Firozabad are in extremely dilapidated condition. The roads from Shikohabad to Mainpuri, Shikohabad to Bateshwar, Sirsaganj to Bateshwar, Shikohabad to Etah are waiting for conversion into four laning. I expect the Hon'ble Minister to improve the condition of all the roads in Firozabad Lok Sabha constituency. The overbridges built on the Agra to Etawah NH-2 have also been done in a biased manner.

Overbridges have not yet been constructed at Radhe Mod and Gunjan Resort. The bridges have not been built where they are needed and where they are not needed, they have been built. There are technical defects in the underpasses, which have been rectified to a great extent. Hon'ble Minister of Road Transport and Highways is himself very efficient and is the pride of the country.

He has laid a network of roads all over the country and the work is being completed very quickly. Two toll booths have been constructed illegally in my Lok Sabha Constituency on which toll collection is being done. The roads are equipped with lighting system due to which theft, dacoity and other heinous crimes are not happening on the highway.

I have hope and full faith that the Hon'ble Minister will not slow down his pace and will continue to fulfill all the needs of transport as soon as possible.

Thank you.

SHRI JASBIR SINGH GILL (KHADOOR SAHIB): Sir, most of the goods or passenger movement in the country is by road. In my Constituency, three highways

are being constructed from Katra-Delhi, Amritsar-Hoshiarpur and Beas to Dera Baba Nanak, Batala. The biggest problem arising there is of compensation. Through you I would like to bring in to the notice of the Hon'ble Minister that there is no uniformity in the payment of compensation. In one village, the compensation is twenty lakh rupees at the one end and at the other end it is fifty lakh rupees. This difference should be resolved. The farmers have to go to arbitration for this, leading to hefty expenditure. It is my humble request to the Hon'ble Minister that farmers should be given proper compensation.

Sir, whenever a road is built, the biggest casualty is to the environment. So many trees are cut for constructing roads. It should be compensated and the forest cover should be increased somewhere else. The Forest Department gets money for this but I have never seen that the Department has acquired any land with that money so that the fallen trees and cleared forest area can be compensated.

17.00 hours

Sir, when a highway is built, toll booths are installed on it. Toll booths are installed as per the policy of the Government. A pass is made for 25 rounds trips in a month. Approximately 33% of such passes are issued to regular consumers who get exemption from toll.

Through you, I would like to make a request to the Hon'ble Minister. Please make it 60 trips a months as there are 30 days in a month. The buses, trucks and taxis which ply regularly on these roads are not getting the benefit of this. The request is that at least 60 trips should be allowed. That is lack of proper planning. National Highway-1 has been built from Jalandhar to Amritsar. We have two towns; one is Raiya and second is Jandiala Guru. The highway has been built in the middle of the city by earth filling there. The city has been divided into two parts, one cannot see to the other side. Many protests were also staged there.

I would like to thank the Government, who accepted our view point and after two years they demolished it and built it again with pillars. Due to this, the

expenditure was also doubled. Had it been planned well in advance the money could have been saved.

There are small link roads which connect the highway. Jammu to Amritsar, and Amritsar to Bathinda-Jaipur new highway have been built. Apart from that, another highway is from Pathankot to Jalandhar. The Punjab Government already has the land, they have also sent the proposal. If that road is connected to the cities Kadwan and Raiya Nako, our total cities will be de-congested and the distance will also be reduced.

We will get benefitted from this. The UPA Government had a project of constructing an alternate route for de-congesting all the main highways. It starts from Attari and reaches Delhi via Chaban Kalan, Tarntal, Harike, Jeera.

It was a good project. People got an alternate route and those who can't pay toll, they used this alternate route. It needs to be strengthened and widened a bit. This is my appeal.

There are border districts, which are very vital for national security. There is a lot of movement of Army in the country. I have a request, Amritsar-Khemkar National Highway which has been built, has some missing links enroute and there are instances of water logging. These should be readdressed in the interest of the people and of the country. These roads should be widened and strengthened.

In the end, I would like to say that 1 lakh 93 thousand crore rupees have been demanded in Demands for Grants, even this amount is inadequate. Whatever amount allocated to this department for infrastructure development, it will always be short. Thank you. Jai Hind.

***SHRIMATI GITABEN V. RATHWA (CHHOTA UDAIPUR):** Our Government is laying special emphasis on infrastructure to make India a \$5 trillion economy. This will fill the coffers of the Government and employment opportunities will also be created for the people.

In the budget of 2022-23, Rs 1.99 lakh crore are allocated to the Ministry of Road Transport and Highways. This is 68 percent more than the previous budget. In the budget of 2022-23, it has been announced to expand National Highways up to 25 thousand km, in this way, about 68 km of National Highway will be constructed every day in the country, which will finalize the Road Transport Master Plan in 2022-23 through PM Gati Shakti. Zero Fuel Policy will work to give special impetus to the areas to promote the change in the use of public transport in urban areas.

Today our country is achieving new heights of continuous development in every field under the leadership of Hon. Modi ji. A network of National Highways (NH) has been woven in India which connects almost every major city of the country. This highway not only connects the big cities but these roads also connect the length and breadth of the country.

I would like to draw the attention of the Minister to my Parliamentary Constituency Chhota Udaipur. If National Highway 8 is connected to NH-3 up to Julvania via Ankleshwar to Narmada, Kevadia (Statue of Unity), Tankhala, Kawat along with Tapola, Alirajpur, Kukshi, Sandhana, Manawar, Bankar, Dharampuri of Madhya Pradesh, the people of Gujarat, Madhya Pradesh and Maharashtra will get a lot of convenience in terms of transportation. Along with this, it should be known that due to the construction of the Statue of Unity, the tallest statue in the world, Kevadia (Statue of Unity) is visited by thousands of people every day from all over the world. I request the Hon. Minister to please connect NH 8 to NH 3 keeping in mind the above demands.

* Speech was laid on the Table.

SHRI KANAKMAL KATARA (BANSWARA): Hon. Chairperson Sir, thank you for giving me an opportunity to speak on the Demands for Grants for National Highways. There are 7 factors to promote PM Gati Shakti i.e. Roads, Railways, Airport, Public Water Transport etc. With the combined development of these seven, the economy is being improved and development is taking place. The National Highway network is being expanded to 25 thousand kilometers in the year 2022-23. A total 20 thousand crore rupees were raised for the expansion of the National Highway network to complete the network.

Sir, Hon. Atal Bihari Vajpayee ji said one thing, “if the economic condition of the country has to be improved then it is very necessary to build roads”. Our present Minister is doing the same thing, due to which very good roads have been built in the country and every village is connected with the roads. This has strengthened the economic condition of the country.

Sir, I thank the Hon. Prime Minister and the Hon. Minister for Road Transport and Highways, Shri Nitin Gadkari Ji, Shri V. K. Singh ji for making very good policies. Large schemes are being formulated for the Road projects and Rs 4.5 thousand crore has been sanctioned for this. Highway construction pace is 36.6 kilometers per day.

Sir, through you, I would like to state that the Hon. Minister Shri Nitin Gadkari Ji told last time that such type of vehicles will be developed in the country which could not be driven if someone is drunk. There is an urgent need of such vehicles in the country as accidents happen a lot. There is a lot of suffering due to the addiction of alcohol. I demand that such vehicles should be provided first to my constituency so that accidents can be reduced there.

Sir, respected Gadkari ji has approved National Highway 927A in a tribal dominated area. I would like to thank the Hon. Prime Minister and the Hon. Minister for this. There was such a situation in tribal dominated areas that whoever be the contractor, quality wise only one or two inches thick roads used to build which used to get crack. Now efforts are being made to make best quality roads . Presently

National Highway 927A from Swaroopganj to Ratlam via Dungarpur, Banswara, Kherwara has been approved in my constituency. This area is going to get a lot of benefit with the construction of the same.

Sir, the construction of road from Wajwana to Pratappur-Gadi and Sagwara is in progress. The road from Sagwara to Kherwara-Dungarpur has been approved and is being expedited. But, it is pity that the Shri Rudy Saheb was also telling, when the officials asked to carry out survey, they do survey it, asphalt is laid but bumps, water logging, traffic of the heavy vehicles and the vulnerability of the road are not taken care of.

In my constituency, in Pratappur from Gadi to Ashapura Mode, there are shops on both the sides, traders are there. Area get water log. Due to Maika canal, water comes on the road and cracks are developed in the road. There is a cement factory in Vajwana. Apart from this, heavy vehicles carrying marbles passes through here due to which the roads get broken. I thank Honourable Gadkari Ji for whenever we went to meet him, he never said “no” and instructed the officials to construct 4.5 km cement concrete roads. But we are facing great difficulties in getting it approved and starting the work. Four and a half kilometers of CC road is going to be constructed in the middle, the contractor is worried about what to do. The officials have been instructed, yet it is getting delayed. I request you to sanction the 4.5 km CC road at the earliest so that the rural people could get fully benefitted with it and their problems could get addressed.

Sir, many suggestions have been received. A total of 36 roads have been approved under CRIF in Dungarpur-Banswara route. For the first time, directives have been issued to build quality roads and which are also being followed properly. I am dreading the manner contractors get their contracts and further give subcontracts.

These roads are being built by subcontractors at a lower rate, i.e. 30 to 35 percent below the existing market rate. It causes a lot of troubles. Roads are not get constructed and the works get suspended also. For example, the Dhambola-Bhiluda road from Mandali has just become disputed because it was sublet. They were paid

by the authorities irrespective of the completion status of their works. Who will construct that road now? There is a lot of trouble due to that tussle. In such a situation, construction of these roads should not be given to the contractors offering a lower rate. Contractors should be properly regulated so that roads can be constructed properly.

Hon. Chairperson Sir, I would also like to submit that an overbridge has been constructed at Kupada on NH-927A. It has been constructed by compromising with its quality. It has been repaired several times. Media persons have also highlighted this issue. I have highlighted this many times in DISHA's meetings. But, it has not been constructed perfectly yet. I still doubt about it. Wherever bridges are being constructed, the quality should be kept in mind. At the beginning itself, culverts across the road should be constructed only after proper inspection.

I would also like to submit that the Mahi bridge on NH-927A has become 60 to 70 years old. Its width is lesser than that of the highway. The railings at either sides of the culverts are broken. People are afraid to stand there. Many people have died there. Two-three people have lost their lives there while taking selfies or leaning against the railings. Apprehension still looms there.

I demand when so many highways are being built, these culverts should also be constructed anew. This will increase the width of culverts and the apprehension that is still looming will also be ceased.

Hon. Chairperson Sir, I would like to make one more submission that some Honourable Members of Parliament have said that the places where toll taxes are levied, traders frequently have to travel in the range of 5 to 10 kilometers from the toll-point. It is causing a lot of trouble. To resolve this, some or the other relief measures should be worked out. Therefore, I would like to request that a serious note of this situation should be taken.

I would like to give one more suggestion that there are Vilayati Babool (*acacia farnesiana*) plants on both the sides of the road. The acacia shrubs grow so much that they block water flow, causing difficulties in proper construction of

drains. The roads will not get damaged if adequate care is taken by the contractors every year.

Hon. Chairperson Sir, I thank you very much for allowing me to speak.

Jai Hind, Jai Bharat!

[English]

***DR. UMESH G. JADAV (GULBARGA):** I would like to express my views regarding demands on Road Transport and Highway 2022 - 23. I support this demands by the Ministry.

It is to be noted that the scripting the country's growth story, India has the second-largest road network globally, spanning a total of 58.9 Lakhs km. The road network moves 64.5% of all goods in the country. Additionally, 90% of India's total passenger traffic employs a road network to commute.

The implementation of 34,800 km of 23 new national highways till 2025, with an outlay of Rs. 5,35,000 crores. Despite pandemic lockdown, India constructed 13,298 km of highways in FY 21, with a record of 37 km per day in March 2021. The Golden Quadrilateral project initiated under Pradhan Mantri Gram Sadak Yojana in late 2000 connected the hinterland with various critical financial centres and cities, thereby boosting economic growth.

Road infrastructure is the most important of all public assets, as they encourage economic activity between the large cities and the towns they happen to connect along the way. Such connectivity enables economic activity to spread, allowing under-developed regions to catch up and drive balanced and inclusive growth. Road construction also provides a fillip to other sectors of the economy, including steel, cement, auto, real estate. A robust road network will continue to be an essential pillar in India's rapid economic recovery in the coming years.

* Speech was laid on the Table

First of all, I would like to thank the Hon'ble Prime Minister & our respected Gadkari ji for giving 1st National Highway to the Chincholi Taluka of Kalaburagi District that is National Highway Number 167N from Bapur to Mahabubnagar via Chincholi.

I would like to place on record that this is not only a National Highway it is a Ray of Hope for the overall development of the most backward part of the country, which is having the abundant scope of development in the field of Tourism as its having only forest reserve in the Northern Part of Karnataka along with 4-5 Water Reservoir and Waterfall & Huge Lime Stone Reserve which is major ingredient for the production of cement. "Roads are the arteries through which the economy pulses.

By linking producers to markets, workers to jobs, students to school, and the sick to hospitals, roads are vital to any development agenda." Therefore, road transport has emerged as a dominant segment with a share of 4.8 per cent in India's GDP.

So, I believe that after this coming this National Highway 167 N, now many other cement industries will come forward to start the production of Cement in this area along with the other 3 cement industries which are running on the current proposed highway.

I would also like to thank the Hon'ble Minister for the Development of six lane (with paved shoulders) greenfield corridor from Akkalkot in the state of Maharashtra to KN/TS Border (Badadal to Maradgi S Andola), in Kalaburagi District which is the part of Surat - Chennai Corridor, in Maharashtra and Karnataka has been sanctioned with a budget of Rs 2355.56 crore under the Bharatmala Pariyojana.

I would like to bring it to your kind notice that Kalaburagi city has outgrown beyond the existing ring road at an alarming rate, the traffic on NH150E, NH-50 & NH-150 is very high and have to travel along with Kalaburagi city traffic which results in heavy traffic congestion and poor riding quality. Hence new bypass is required for safe, smooth and congestion free movement of traffic.

The proposed length of bypass is 41.43Km starting at the junction with NH-150E 14m 0.00 (Gulbarga- Afzalpur Section) and ends at junction with NH50 (Gulbarga-Jewargi Section) at 14m 41.43. The proposed bypass is four lanes with paved shoulder carriageway. The alignment connecting NH-150E and NH-50 via NH-150 has already been approved by Ministry on 14.02.2017 and 3(a) notification published in Gazette on 09.01.2019. Declaration of NH to this proposed bypass is awaited from Ministry i.e., pending at planning department of Ministry and inclusive of LA cost in the current Annual Plan needs to be approved.

The Final DPR of Rs. 1181.11 crore has been submitted to Ministry for approval and the same has been returned on 26.10.2018 for non-inclusion of this project in Annual Plan. Allocation of Rs. 300 crores towards LA cost in the current Annual Plan is an immediate requirement. Declaration of NH to this proposed bypass is awaited by MoRTH. I would like to bring it to the notice of Hon'ble Minister that the works under Economic importance and Inter State Connectivity scheme as these were very important and useful in view of development of this Kalaburagi Region.

Economic importance Road- Improvement to road from NH-5 near Mahagaon Cross to Konchavaraln Cross via Chincholi in Kalaburagi District, Karnataka. This road is helpful for connecting and transporting cement from ACC Cement at Wadi, Jaypee Cement Shababad, JK Cement Wadi, Ultratech Cement, Orient Cement and Shahabad Slab etc with agriculture products like pulses, Jawar, etc and commercial marketing places lies along the road.

Inter State Connectivity Road- Improvement of road from Telangana State Border near Miriyan to Sedam via Konchavaram cross & Nidagunda in Kalaburagi Dist. Karnataka. This road is helpful for tourists and mainly for transportation of agricultural product as well as commercial commodities. This road is also very important in view of Interstate connectivity to Telanagana and Karnataka.

The proposal for construction of Service Road on Gulbarga city Ring Road of NH-50 including other facilities.

National Highways works are coming under the parliamentary constituency; the surface of the NH's is worn out at many places due to which the riding quality of the vehicle is affected for which the departmental Engineers estimates are prepared and submitted for approval.

No.	Name of Work	Length in km.
1	Periodical renewal on NH-150E from Km 9.00 to 72.950 from Kalaburgi connecting Chowdapur, Afzalpur upto Maharashtra Border in the State of Karnataka for the year 2021-22	63.95
2	Periodical renewal on NH-150 from Km 0.00 to 19.00 from Kalaburagi-wadi-Yadgir section in the State of Karnataka for the year 2021-22	19.00
	Total	82.95 km

Fund Requirement for the Development of the National Highways in Kalaburagi Parliamentary Constituency

No	Name of Work	Length in km.	Remarks
1	Construction of service road and flyover at Humnabad base and Aland Check post on NH-150E	5.00	The traffic on Existing Ring Road is very high and service road is required for the smooth movement of vehicle in order to reduce the accidents

2	Improvement to Riding Quality surface from High Court to Ballurgi via Afzalpur on NH-150E	63.97	The surface of the road is badly damaged and it requires immediate resurfacing for smooth flow of traffic
3	Improvement to Riding Quality surface from Shahabad cross to Chittapur cross via Bhankur on NH-150	34.00	The surface of the road is badly damaged and it requires immediate resurfacing for smooth flow of traffic
4	Declaration of Road as National Highway from NH-9 near Sastapur to Narayanpet, via Mudbi-Harkood-VK Salgar-Mahagoan-Kodli-Kalgi-Madbool-Tengli cross-Dandoti-Chittapur-Bhimanhalli-Handarki cross-Gurmitkal-Putpak	200.00	The proposed road is very important. It will act as inter-State connectivity between Telangana-Karnataka is backward region and under article 371J the top priority may be given to this region for the development
5	Declaration of Road as national Highway from Chincholi-Sedam-Chittapur-Wadi-Nalwar-Sannati-Shahpur (NH to NH link road)	170.00	The proposed road is very important. It will act as inter-State connectivity between Telangana-Karnataka State and it will connect as NH to NH. The Kalyan Karnataka is backward region and under article 371J the top priority may be given to this region for the development
	Total	514.40 km	

With these demands, I conclude. Thank you.

[Translation]

SHRI RAMCHARAN BOHRA (JAIPUR): I support the demands for grants of the Ministry of Road Transport and Highways.

Road transport is one of the most economical and convenient means of transport for freight and passengers in India. Roads are recognized as the port of infrastructure and are vital for the economic development of the country.

According to the announcement made by our Government for the road transport sector for the financial year 2022-23, National Highways will be further expanded by 25,000 in 2022-23. In order to promote the change in the use of public transport in urban areas, efforts will be made to delegate special power to the areas with zero fuel policy which is a commendable step. The faster the Highways of the country expand, the faster the country will move towards progress.

It is my request to the Honourable Minister that there is a urgent need to identify and improve the accident prone sites on National Highways, known as black spots. From the safety point of view, attention also needs to be paid to the road designs so that road accidents can be reduced. The Ministry needs to focus particularly on developing the Unified Logistics Interface in the year 2022-23. This will facilitate data exchange between all mode operators. Open source mobility will be developed for seamless travelling of passengers. All these excellent steps will play an important role in the progress of the country.

The demands of this Ministry include several important expressways and corridors whose construction will contribute significantly to the pace and progress of the country. But I am sorry to bring to the notice of the Honourable Minister that the name of Jaipur is not included in this scheme of important road transport and National Highway. Jaipur is the capital of Rajasthan and has great importance from the tourism point of view. Keeping this in mind, it is very important to construct the

world class road to Jaipur and to the other major cities of Rajasthan as soon as possible. I would like to request again to the Honourable Minister to consider favourably on the said issue.

I would like to draw the attention of the Honourable Minister to the problems of my Parliamentary Constituency, Jaipur and I hope that the Minister will seriously take notice of the following;

- Jaipur-Sikar National Highway No.52
- Construction of Nidar Mor flyover.
- Construction of Harmada Mor flyover.
- Construction of Flyover/ RUB at Benad Mor.
- Construction of Tara Nagar-Ganesh Mandir-Pratap Nagar RUB (under the Jaipur railway line).
- Construction of underpass and flyover for Ajmer-Sikar and Sikar-Ajmer on VKI-14 National Highway.
- There is a need to upgrade the two-wheeler underpass at Dadi Ka Phatak to a four-wheeler underpass.
- Construction of underpass at Nadi ka Phatak.
- Jaipur-Ajmer National Highway No.48
- Construction of flyover between Bad ke Balaji and Thikaria.
- Construction of underpass/ flyover on 200 ft bypass crossing at Ajmer Road.

Jaipur-Diggi-Malpura Road Highway

- There is a need of ROB or RUB at Kalyanpura gate (gate number-73) between Durgapura-Sanganer.
- There is a need to convert the single line to double line along with widening the railway underpass number-74 on Jaipur-Diggi-Malpura road.

Other work in Parliamentary Constituency Jaipur

- Construction work of ROB/RUB at Jagatpura to CVI Phatak.
- Construction work of ROB/RUB in Jagatpura shooting range.

- Construction work of elevated road from Sitapura ROB to Vatika Road.

Jaipur-Agra National Highway-21

- Construction of flyover at Bassi Mor.

Other works in Jaipur district

- Construction work of flyover at the starting point of Chaksu bypass on Jaipur-Tonk National Highway.

- Construction of elevated road in Chaksu city.

- Construction of ROB and RUB between Chaksu and Fagi on Kota-Sawai Madhopur railway line.

At the same time, I would like to draw the attention of the Hon'ble Minister towards the highway going from Jaipur to Diggi Malpur. Heavy traffic on this route at present, resulting in more travel time due to which the common man has to face problems. Therefore, I request the Hon'ble Minister to declare the Jaipur Diggi - Malpura highway as a National Highway so that travel on this route can be smooth and fast.

Due to non-construction of service road along Jaipur to Ajmer National Highway No.-48 till 200 feet bypass Bagru, the local residents are facing difficulties in commuting. Therefore, the Minister is requested to allow the construction of service road along Jaipur to Ajmer National Highway No. 48 from 200 feet by pass to Bagru in public interest.

In the urban area of my Parliamentary Constituency of Jaipur, there is a need for construction of flyovers and elevated roads in the public interest at the following places:

- Construction of flyover on B-2 Bypass Chauraha Tonk Road.

- Construction of fly over at OTS Chauraha, JL Marg.

- Construction of flyover at Rambagh intersection.

- Construction of elevated road from Raja Park-Govind Marg to Transport Nagar.

- Construction work of underpass at Gandhi Nagar railway station between Bajaj Nagar and Tonk Road.

[English] ***SHRI KULDEEP RAI SHARMA (ANDAMAN AND NICOBAR ISLANDS):** In intricate, robust and well-maintained road network spanning the length and breadth of a country, acts as a fundamental enabler for its overall economic and social development by permitting efficacious movement of freight as well as passengers. Road transport handles bulk of countrywide passenger and freight traffic in India, while also complementing other modes of transport by providing and ensuring last-mile connectivity.

India has the second largest road network in the world of about 63.72 lakh kilometres, consisting of National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads.

National highways account for 2% of the total road network and carry over 40% of total traffic. Highway construction in India increased at 17.00% CAGR between FY 16-FY21. Despite pandemic and lockdown, India has constructed 13,298 km of highways in FY21. In FY21, 13,298 kms of highway was constructed across India.

National Highways and Infrastructure Development Corporation Ltd (NHIDCL) is a transport ministry owned company which is handling the work of the highways in A&N Islands. Andaman Trunk Road (ATR) is considered to be the lifeline of North and Middle Andaman as the road connects North and Middle Andaman with Port Blair city and presently NHIDCL has got the contract of making ATR into double lane and construction of two mega bridges, on Middle & Humphrey Straits of ATR.

Given the extent of capital commitment and outlay required to augment and maintain the road network over the next few years, there is a need to diversify sources of funds beyond budgetary allocation and borrowings by NHAI. This need for diversification becomes even more pronounced in the context of the nearly crore debt service liability of NIIAI over the next three financial years.

Eventually, strong transport infrastructure is essential to economic growth. A robust road network will be one important pillar in India's speedy economic recovery and one would hope that the Government's budgetary commitment to strengthening roadway infrastructure is accompanied by attractive private investment opportunities in the sector.

I would want to bring forth some demands regarding Andaman and Nicobar Parliamentary Constituency:

- 56 km of NH between Austin Creek and Kalra Junction was sanctioned at a cost of Rs 410 crore in the year 2017 but the work needs to speed up and I request the Ministry to kindly intervene and look into this demand
- Middle Strait Creek Bridge for Rs 262.97 crore was also sanctioned in 2017 and the construction has still not been completed and I request the Minister to ensure that this bridge should be completed at the earliest.
- Andaman & Nicobar Islands has immense tourism potential and being an island there are limited mode of connectivity within the island as well. I would request the Minister to consider construction of an alternate coastal highway between Blair and Diglipur along the coastal line which will further development of Andaman and Nicobar Islands.
- I request the Minister to approve the of between Miniway to Mithakali in Andaman and Nicobar Islands for promoting tourism and connectivity.
- DPR is being prepared for a bridge worth Rs. 2,000 crore to connect Chatham island and Bambooflat island. The ground works for the proposed Chatham-Bambooflat Bridge, which was on halt since last two years, has now resumed, bringing fresh hopes for the Islanders. NHIDCL further added that the COVID19 pandemic has also affected the progress of DPR preparation.

NHIDCL has stated that DPR preparation has been paced up immediately after receiving NoC from the Indian Navy and that NHIDCL is making ALL EFFORTS TO finalize the DPR for necessary sanction from MoRTH.

I request the Government to speed up the construction of this bridge between Chatham and Bambooflat which has been delayed.

ADV. DEAN KURIAKOSE (IDUKKI): Hon. Chairman, Sir, as regards our Central Road Infrastructure Fund, we are following the criterion of 30 per cent from fuel consumption and 70 per cent from geographical specification. According to this criterion, our State of Kerala is receiving a very meagre amount.

As a small state Kerala, our geographical specification may be lesser than that of any other State. So, it should be revised. According to the figures, 545 kilometres per 100 square kilometres is the road density of Kerala. But this criterion should be revised. Otherwise, we are getting a very small amount in the form of CRIF.

Last time, when we got sanctioned under CRIF, was in 2018 and we got more than Rs. 800 crores on account of flood situation in Kerala. After that, we never got any CRIF sanctioned for Kerala.

Sir, in my Constituency Idukki, there are several roads under construction. With three consecutive years of floods, all our roads became badly damaged. So, I demand further allocation under CRIF with revised criterion.

I have one more request to make. MPs' proposals should get some priority. The hon. Minister, Shri Nitin Gadkari-ji mentioned about it so many times in this august House. He assured the House that there should be some mechanism in this regard. So, we are expecting something from his reply.

Sir, I would like to share my bitter experience. Recently, the State Government of Kerala has prepared one list for submission to the Ministry.

In that list, my Parliamentary Constituency is completely excluded. I do not know the reason behind it. It may be political or it may be some other reason. It is a

discrimination against my Parliamentary Constituency. That is why, Sir, I am requesting the hon. Minister through you that MPs' proposals should be given some priority.

Then, I come to the development work of NHAI. I am thankful to the hon. Minister for Bharatmala Project of NH-85, from Kochi to Theni. But it is a different alignment. The existing national highways should be developed because the common people are using them. The existing highways are connected with all the towns like Muvattupuzha, Kothamangalam, Adimali and Munnar. All these places are excluded from the new alignment.

That is the suggestion and NHAI is going through that work. There is a demand for a bypass project from Muvattupuzha and Kothamangalam. But this demand has not been fulfilled for the last 30 years. We have waited for so many years. The NHAI has expressed its willingness to develop that bypass project by having a contribution of 50 per cent from the State Government but our State Government is denying this again and again.

So, we are in a perplexed situation. Therefore, I demand that the existing NH-85, from Kochi to Dhanushkodi should be developed two-lane with paved shoulders. We had a meeting last week. The officials might have sent the report to NHAI. It should be taken care of.

I have another demand about NH-183 and NH-185. Three notifications have come out for their development. I demand that the rest of the process should be expedited. Then, there is the Palani-Sabrimala project. We got an in-principle approval in 2017 but we are still waiting for his final sanction.

We are getting the same reply from the hon. Minister and its Ministry that it is a policy matter. We got an in-principle approval and the people are waiting for the final approval. Therefore, I demand a final sanction of the Palani-Sabrimala project and Vijayapuram-Mudgal project. I urge upon the Union Government through you, Sir, to get it done at the earliest.

Thank you, Sir.

[Translation]

SHRI SANGAM LAL GUPTA (PRATAPGARH): HON. Chairperson, Sir, I thank you for giving me this opportunity to speak during the discussion on the Demands for Grants pertaining to the Ministry of Road Transport and Highways for the Union Budget 2022-23. . I thank and congratulate the country's renowned Prime Minister, Hon'ble Narendra Modi ji and the Minister of Finance, Smt. Nirmala Sitharaman ji for making the budget of an inclusive, beneficial, strong and self-reliant India.

Sir, infrastructure is the basis of development of any country. Since the formation of Modi's Government in the year 2014, a lot of attention has been paid to infrastructure. It is the effort of our government to provide world class transport facilities to the people of the country and to lay a network of roads from village to village. The 'Pradhan Mantri Gati Shakti Yojana' is a revolutionary step towards economic development. The Modi ji's government aims that the people should get world class modern infrastructures and goods should also be transported in less time. To expedite the development of infrastructures, the 'Pradhan Mantri Gati Shakti' National Master Plan has been started. With this plan, India is going to enter in a new era of multi modal transport.

Sir, Rs 20,000 crore will be raised through innovative methods of funding so that the optimum utilization of the public resources can be done. In this budget, the highest ever provision of Rs 1,99,108 crore has been made for the Ministry of Road Transport and Highways. This is Rs 67,959 crore more than Rs 1,31,149 crore given last time. The highest increase has been made for the Ministry of Road Transport and Highways as compared to any other ministry. Out of the total budget, Rs 1,87,744 crore is for capital expenditure which is a very commendable and welcome move.

With this, the country's infrastructure will get further boost and become stronger. The Government has special attention on the National Highways. A

provision of Rs 1,34,015 crore has been made for the National Highways Authority of India this time which is more than double as compared to the last year. Honorable Finance Minister Smt. Nirmala Sitamaran in her budget speech, had told about adding 25,000 kilometers of National Highways in the year 2022. This will further strengthen the country's transport infrastructure. This year's budget has set the pace for India's development in the 21st century and this direction of infrastructure-led development will add phenomenal strength to the India's economy and create many new employment opportunities. Other than the attention being given by the Government on the National Highways, the construction of roads and bridges is being done at a fast pace as well. In this year's budget, a provision of Rs 64,573 crore has been made for roads and bridges.

Sir, whenever there is talk of road and transport, the safety of passengers also comes into play. A provision of Rs 356 crore has been made in the budget for road transport and security. This is Rs 128 crore more than last year's revised estimate of Rs 228 crore. Respected Sir, I would request for my Lok Sabha Constituency Pratapgarh that there are some very important roads like the road from Mohanganj market of N.H. 231 to Katra Gulab Singh Singh via Bada Ka Purva, Tikri, Belkhari which is about 30 kilometers. This route will also be an alternative to the bypass of Soraon Holagarh to Prayagraj district to Pratapgarh via Katra Gulab Singh.

Sir, the distance from Bhatti chouraha to Jagdishpur Nevada, Gauradand to Brijraj Singh Degree College and from Ramnagar-Bhojpur to Puremadhav, Paharpur turn is approximately 20 kms. The distance from Durgaganj market of MDR164 via Prithviganj market and from Humayunpur Ghat via Dilippur market to Pipri turn of Pratapgarh Patti highway is about 20 kms. The distance from Kohdaur Bazar of NH 330 to Rakhaha Bazar via Madhupur Chauraha, Thana Kandhai is about 20 kms. The distance from Fatanpur market of NH 231 to Birapur Udaiadih road as link road of MDR 164 is about 20 kms. The distance from Geeta Nagar market of Fatanpur, Birapur road to Kailidih, Jagatpur, 50 bed hospital Bairampur crossing NH 231 to Karka, Pure Khargrai to Khakhapur intersection to MDR Ghazi ke Bagh to

Mubarakpur road, is about 25 kms. The distance from Shitlaganj via Udayadih, Prithviganj Disney to Bandhwa Bazar is about 23 kms. The distance from Lachhipur, Chauharjan, Dilippur via Prithviganj road is about 18 kms. The distance from Bhikhanapur to Lucknow Varanasi via Dariapur, Gokula, Durgaganj Bazar is about 16.50 kms. The MDR category distance from Ratanmai to Laulipokhtakham Amethi border via Piprikhalsa Makoonpur intersection is approximately 25 kms. The canal track distance from Kachra's bridge Durgaganj to Jaunpur border via Ramnagar, Sheikhpur Sultanpur is about 20 kms. The distance from Chowmari Sultanpur border (Sharda subsidiary block 36 Jaunpur DY) to Salahpur Patti Jaunpur border is about 20 kms and from Chandpur Amuwahi (Sharda subsidiary block 36 Dharauli) to Lucknow-Varanasi National Highway of Singramau border via Mahuli is about 30 kms. By giving approval from the Central Road Fund for about 16 km from Sarai Anadev to Jagdishpur Sabzi Mandi via Laxmiganj Bazar and declaring the road from Prayagraj to Delhupur via Dhakwa to Surapur Shahganj to Azamgarh as National Highway and to prevent incidents of animals coming in front of speeding vehicles between Rae Bareli to Jaunpur on NH 231 at Varanasi-Lucknow route, you are requested to kindly arrange a barricade at an angle on NH alongwith a service lane on it.. I also demand construction of a ROB at Kusmi railway gatepost located on NH 330 at Prayagraj Ayodhya and construction of a ROB the railway crossing of Nima halt station near Dhakwa on the route going from Amethi to Dhakwa via Pratapgarh. Thank you .

[English]

SHRIMATI APARUPA PODDAR (ARAMBAGH): Sir, thank you for giving me an opportunity to speak on the discussion on the Demands for Grants of the Ministry of Road Transport and Highways.

I would begin my speech with a quote by the former British Prime Minister, Margaret Thatcher. She has said, “You and I come by road or rail, but economists travel on infrastructure.” Whenever we talk about the word, ‘infrastructure’, the first

few words that come to our minds are, road, highways, and transport. Today we are discussing the Demands for Grants of the Ministry of Road Transport and Highways. India has the second largest road network in the world with about 63.72 lakh kilometres. It is consisting of National Highways, Expressways, State Highways, major district roads, other district roads and village roads, out of which we have 1.41 lakh kilometres of National Highways.

The total expenditure of the Ministry of Road Transport and Highways for the year, 2022-23 is estimated at Rs.1,99,108 crore which is nearly Rs.68,000 crore more than the revised expenditure of 2021-22. The allocations have increased and some major announcements have also been made, which is a good initiative. But I have certain questions and suggestions on which I would want to know from the Ministry.

The Government has sanctioned an Expressway between Varanasi and Kolkata under the Bharatmala Project Phase-II, and it will pass through Khanakul Assembly in Hooghly district which falls under my Parliamentary Constituency, Arambagh. I request the Minister to ensure that this work is completed in a time-bound manner, and allocation of funds should be made so that there is no issue for the completion of this project because Khanakul is a flood-prone area. If this project happens to materialise, many bridges will also be built up which will provide very good connectivity from Khanakul to Kolkata also.

A large number of National Highways across the country have dangerous potholes and they need to be maintained in a better state. I would request the Minister to allocate some part of the maintenance budget to thoroughly monitor the vast network of National Highways across the country to be able to carry out the repair work of potholes in time, which will enable prevention of any possible accidents due to the poor state of NHs.

There is a need for a research fund not only to study road construction techniques and materials utilized but also to study and develop better mechanisms to monitor the quality of roads across the vast NH networks in the country.

One of the major challenges, while travelling on highways, is the absence of proper signs and directions for necessary amenities like toilet for women, police station, trauma care centre, and hospital. I would again suggest to the Minister to include this as a mandatory clause for the contractors while constructing a highway so that there should be proper signs and directions containing information about the nearby police station, hospital, and trauma care centre. This is required because if any untoward incident occurs, the people can get in touch with the local administration.

This is a very important point. The total manpower working in NHAI, including both regular officials and those on deputation, as on 30th August, 2021 is just 1,189 as against the total sanctioned strength of 1,882. The Standing Committee on Transport has mentioned that given the huge financial allocation made to the NHAI each year, the Ministry should ensure sufficient manpower is in place so as to make optimal utilization of the available funds. I request the Ministry to have a comprehensive review of the existing Recruitment Rules of NHAI, and the same may be finalised at the earliest. Further, sincere efforts may be made to ensure that all the vacancies presently lying unfilled in NHAI are filled up at the earliest.

There is a huge role to be played by good road connectivity in the economic growth of the country. The Ministry should request the Reserve Bank of India to grant 'priority sector' tag to the road infrastructure sector in order to encourage financial institutions and banks to lend higher amounts of money to supplement maintenance and growth of the national highway network in the country. The last point that I would like to make is about the use of CSR fund. The Ministry should reach out to the private sector with a proposal to invest their CSR fund into road safety initiatives such as training of drivers, road safety awareness drives, developing infrastructure to quickly reach out to the road accident victims, etc. This will save many lives across the country.

With these suggestions, I conclude. Thank you.

***SHRI RAHUL RAMESH SHEWALE (MUMBAI SOUTH-CENTRAL):** I would like to express my views on the Demands for Grants under the control of the Ministry of Road Transport & Highways.

First of all, I have to mention that the Ministry of Road Transport & Highways has been doing good work on the construction of Express Highways all over the country, but Sir, the conditions of the roads in my State Maharashtra are not in good conditions. Also, the Express Highways announced by the Central Government in Maharashtra are not progressing well. The speed of the work is very slow. Also, the maintenance is very poor of National Highways. It is very essential that Ministry should monitor to check the material used for construction and maintenance the Roads on the Express Highways/National Highways, so that they are not washed away in the torrential rains in Maharashtra. For construction and monitoring the work, I suggest some of the points to be digitally taken by the Departments as this is the time of digitization in every field, i.e., Supervisory Control and Data Acquisition (SCADA): This is a system of software and hardware elements that allows industrial organizations to control industrial process local or at remote locations; Automation of batch mixing/concrete mixing plant automation; The intelligent compaction system for soil — the most important thing; Testing Vehicle Tracking; Lab Automation; Monitoring through Drone/360degree camera — video AI and analytics; Construction earthwork — land cut/fill analysis; Inventory management; Planned v actual; Live view; Snag management.

Though, I understand that all these systems are being undertaken by the Ministry for the better functioning of the road construction management, however, my suggestion is that there are so many private companies who are involved in these activities and doing good work in these fields. So, I suggest the Ministry should think over on my suggestions to undertake these works under PPP model. With a sophisticated intelligent system and easy to use interface, this system is the perfect solution for civil construction quality and performance management. Also reduces

the cost of site supervision as it does the complete monitoring and reporting on a real-time basis and this can be accessed remotely. As the reporting becomes extremely accurate and timely, enabling better and faster decision making and speeding up the construction process, deviations are immediately detected and cost of reworks reduces considerably. Access to visual data can be given to contractors, PMCs and clients, making it a single platform for collaboration among stakeholders, Sunrays Hitting the Road can generate power.

Now, I come to the Registration of the Motor vehicles. I have seen that the old age vehicles are in operation in the country for which there is no control of the Central as well as State Ministry in this respect. The strict rules should be regulated for fitness of the vehicles. It is very essential that the criminal history of the public vehicle drivers should be taken care of. A National Motor Plan for Expressways should be developed. The Training programme on the various aspect of the construction, engineering, and road management may be undertaken from time to time.

It is understood that the solar road system can generate 16,145 kilowatt-hours of electricity annually, covering about 9 percent of the entire electricity the store consumes. In this connection I would submit that we should follow the Solar system on the Express highways and also national highways. Though it is found that most of the Express highways are having the solar system on the roads and saving lots of conventional energy of the country, I suggest that we should take initiative in introducing the new technologies of "solar roads" that collect energy from the Sun via solar panels installed beneath the surface of roads and "power-generating floors" that generate electricity by utilizing the vibrations created by people walking, according to sources. This has to be reviewed and we should follow the Tokyo Olympic technology in which total solar system was used.

There is great difficulty which are being faced by the commuters on the Toll Plazas. The long ques of the vehicles are found everywhere. Though the introduction of fast tag made it easier to some extent, but there are so many technical snags are

being found on the toll plazas, due to that lots of time is wasted there. The main sufferers are heavy vehicles and truck operators. They have to wait for long, some time for two to three days, for some pretext or the other. There is a need to install high range sensitive cameras at toll plazas, to make the system fast.

I suggest that a system may be introduced to collect lump sum amount calculated on all India basis for the Transport companies operating trucks, buses and heavy vehicles for paying Toll on annual basis to make toll collection hassle free. It will save lot of time, money and problems.

I would also like to suggest one important aspect regarding Road Safety of Highways and roads across the country. You are aware that apart from construction of the highways and roads, the responsibility for its maintenance is a big challenge to the Ministry of Road Transport and Highways. To give these two as well as that country's public focus on maintenance of highways or roads, the Government's work can be very easy. What is the real problem and where it lies? In this connection, to spread awareness amongst the public and ideas and suggestion to the concerned departments of the Ministry to be able to give speedy solutions, a Portal namely, www.voiceofcitizen.in has been developed by one of my close associates. This portal can be a strong instrument to get on-hand information by the Government of the conditions of roads and other problems, like pot holes, road accidents, road rage incidents, etc., and pass on such information to the concerned authorities of the region where it belongs quickly so that nearest road safety squad or police will be able to attend the problem to give quick solution to the effective people. It also facilitates to receive on the spot photographs of road problems and details whatever public may like to post on it, to pass on to the concerned authorities for its remedies.

The Maharashtra State Government has already given its approval in principle to start this Portal in the State. In my view this Portal should be started and excess all over the country to pave the way of participation of general public with the Government to solve any type of problem of roads and highways in the country.

This will certainly a step forward towards our beloved Hon'ble Prime Minister, Shri Narendra Modi's slogan SABKA SAATH, SABKA VIKAS.

Pothole Tracking System's Portal, www.voiceofcitizen.com provides citizen a platform related to redressal of the commuter's road problems. The system is comprised of a web application and a mobile application which allows the citizen to register the grievances using their smartphones.

I request the Hon'ble Minister to take care of road safety on priority as there are so many cases are registered of road raise in the country due to wrong side driving and other reasons on roads. Also, the villagers of nearby villages of National and Express Highways are being driving their vehicles on the wrong side make short of their routes. There is need to construct more leaves for exit and try to the highways near to the villages to avoid road accidents. Thank you for giving me time to express my views on the subject.

[Translation]

SHRI DEVENDRA SINGH 'BHOLE' (AKBARPUR): Hon. Chairperson Sir, I am deeply grateful to you for giving me an opportunity to express my viewpoint in the ongoing discussion on the demands for grants of the Ministry of Road Transport and Highways in front of the August House.

Sir, I support the budget presented by the Honorable Minister. Being the MP of Kanpur Dehat, I have a direct connection with the urban and rural areas. There are 3 Vidhan Sabhas in Rural Zone and 2 Vidhan Sabhas in Urban Zone in 44, Akbarpur Kanpur Parliamentary Constituency,.

Sir, steps have been taken for revolutionary changes in all the sectors as per the ambitions of the visionary Prime Minister Shri Narendra Modi from NDA who is dedicated to change the destiny of India. In the same sequence of these changes, out of the seven engines of P.M. Gati Shakti Yojana, the road has been given the priority of the first engine. In order to pace up the commuting in the country, a unique step

has been taken to execute express routes in the Gati Shakti Master Plan. This work is being done under the leadership of our hardworking, non-stop working honorable Ministers Nitin Gadkari ji and Gen. V.K Singh ji.

Sir, there is no doubt that the country is confidently moving towards the goal of *Sabka Saath, Sabka Vikas and Sabka Vishwas* due to the strong leadership of Hon'ble Modi ji having and the clear vision of Hon'ble Gadkari ji. The construction of 25000 kms long national highway network in the year 2022-23 covering 13000 kms long 'Bharatmala' road project, is the flagship project of the NDA which is bringing about a change in rural and urban life and connecting the country will play an important role in the development of the country, for which I would like to congratulate the Honorable Minister, Mr. Nitin Gadkari and Gen. V.K. Singh ji.

Sir, Due to excessive traffic of heavy vehicles on National Highway 86, Kanpur Sagar Road of Ghatampur Assembly Constituency which comes under my Parliamentary Constituency, there is heavy movement of ambulances and private vehicles going to hospitals due to which there is problem of traffic jam in Ghatampur every other day. Due to traffic jam, seriously ill patients including the residents of the area and passengers also have to face this problem and have to wait for many hours. Similarly at Sarchedi underpass on NH-2 in Bithoor Vidhan Sabha, which connects Etawah and Chakeri, there remains traffic jam and a lot of accidents happen here. About three to four hundred people die in a year. 20-30 people have died simultaneously in places like Serchedi,. Hon. Prime Minister and Hon. Transport Minister have also expressed grief over this. On the demand made on my behalf and on the instruction of Hon.Minister, the departmental officers prepared the estimate and on 1.3.2019, the foundation stone of the place was laid by me, in which the departmental officers were also present. I and the people's representatives were present there but that work has not started till date due to which the image of the Government is getting tarnished.

Sir, through you, I would like to request the Hon.Minister Shri Gadkari ji that in view of this complex problem and the difficulties faced by the residents of the

area, kindly intervene and complete the work without delay. Respected Sir, there is an urgent need to get the work of connecting the G.T road and NH-2 done at the earliest due to the high density of population in Kanpur, the industrial city of Uttar Pradesh.

Respected Sir, the road which connects Uttar Pradesh district Mainpuri to Etawah, Etawah to Auraiya, Auraiya to Kanpur Dehat by canal route, has been connected to Kanchausi Bazar, Kanpur Dehat under Pradhan Mantri Sadak Yojana and by adding just 50 km further to combine it with NH-2, we can directly reduce the distance of 50 kilometers between Agra and Mainpuri, which will increase business and people will also get employment. There is no shortage of land either. I request as the road has been built on the land of the Irrigation Department and there are many plots of land along it. Through this House, I would like to say one more important thing before you. Previous UPA government practised a corrupt policy. Our region Kanpur Nagar and Kanpur Dehat is continuously facing a very big and difficult problem due to the mistakes made by the previous UPA government. The image of the Government is getting tarnished due to illegal collection, hooliganism and lack of facilities at Bara toll plaza built on Etawah-Chakeri. In this regard, I would like to specially mention the irregularities at Bara Toll Plaza, Kanpur Dehat. The UPA Government had wrongly awarded that toll plaza. In this regard, I had requested the Hon'ble Minister. An inquiry was conducted by the Government through the NITI Aayog. In the said enquiry, the points raised by me were found correct. But till date the said report has not been implemented, due to which the people of Kanpur city and Kanpur country side are facing problem, as both of them have geographical, social, economic, commercial, administrative etc. connections. After this, NITI Aayog report has also been sent from here but it is yet to be implemented. Hon'ble Minister General VK Singh ji is sitting here. Hon'ble Minister General VK Singh sir, please listen to my request. I just want to request you to see the report of NITI Aayog. If NITI Aayog has supported our stand then the problems that are happening in Kanpur Nagar, Kanpur Dehat and my Lok Sabha

Constituency, our people are facing the consequences of UPA's corrupt policies. Their suffering should be minimised. In this regard, I have requested you many times.

Both the above matters are repeatedly raised by the people's representatives in the meeting of the DISHA Committee of Kanpur Nagar and Kanpur Dehat. The 24 kilometres elevated road in Kanpur city has been in bad condition continuously for eight months. This matter has been raised by Mr. Ashok Rawat, Chairman, DISHA in DISHA committee meeting in Kanpur city and I raised it in DISHA meeting in Kanpur Dehat. At that place people are being compelled to pay money. Vehicles did not pass through that area. Keeping all these things in view, I request that please ensure justice for us.

Under your leadership, the country is presenting an exemplary example in terms of National Highways development. On the other hand, we have corrected the irregularities done by the UPA Government. We have rectified many things, done in wrong way by the previous Governments. We have worked to rectify them during our Government. So, I would like to say on behalf of the people of Kanpur Nagar, Kanpur Dehat and my Lok Sabha Constituency that please accept our request keeping this in mind.

I again support the budget presented by the Government.

[English]

***DR. TALARI RANGAIAH (ANANTAPUR):** At the outset, I would like to thank the Hon'ble Minister Shri Nitin Gadkari Ji for laying the foundation stones for 51 NH projects as well as for announcing the spending of Rs. 3 lakh crore for the Road sector in Andhra Pradesh during his recent visit of February 2022.

As we all know, road connectivity in the coastal area will boost tourism, create employment opportunities for urban and rural youth and play a pivotal role in bringing prosperity to the people of Andhra Pradesh.

In this regard, I would like to bring to the notice of this august house the following issues with regard to my constituency of Anantapur in Andhra Pradesh State: -

- One Important road from Mantralaya, Kurnool (Andhra Pradesh) to Pavaggadda via Paltikonda, Guntakal, Kalyandurg, Kambadur. It can be connected to famous temples. It will run through very backward regions of Kurnool, Anantapur Districts. It will be useful for pilgrims, farmers and general people. It will serve as a parallel road connecting many States and National Highways.
- Another Road from Gooty (Anantapur) to Manvi via Mantralayam, Raichur (Karnataka) is also required to be constructed so that the travel time will be shortened by more than 100 kms which will also be immensely beneficial for the people.
- 544 D is one of the very crucial roads that runs through Anantapur to Amaravati connecting Kurnool, Prakasam and Guntur Districts. At present commuters are finding it very difficult to reach the State Capital Amaravati. At present, the journey between Anantapur to Amaravati takes 9 to 10 hours. There is no train and air connectivity between Anantapur and Amaravati. Hence, the development of this road is a dire necessity.

17.39 hrs

(Shri Kodikunnil Suresh *in the Chair*)

[Translation]

SHRI MANISH TEWARI (ANANDPUR SAHIB): Hon'ble Chairperson, Sir, I would like to draw the attention of the Government, through you, towards four issues.

On 25 February, 2019, Hon'ble Shri Nitin Gadkari ji had laid the foundation stone of Banga Shri Anandpur Sahib road, which further goes to Naina Devi, which in Punjabi is called '*Neen-Pathar Rakhna*'. This route connects the two holiest places of Sikhism - Sri Harmandir Sahib and Sri Anandpur Sahib. It further leads to Naina Devi. The unfortunate thing is that today after passing of 37 months, only '*Neen-Pathar*' is in place and not a single stone has been installed on that road.

General V.K. Singh Sahib is sitting here. I would like to request him. He is a man of honour. When a Hon'ble Minister inaugurates or lays the foundation stone of something, it is expected that the Project will be completed by rising above party politics.

You will get blessing of these holy places if you will fulfil the promise made to the people of Sri Anandpur Sahib on 25 February, 2019. You are requested to complete this Rs 581 crore project or tell us clearly that the foundation stone was laid only for political reasons and the Government is not interested in completing this Project.

Now there is another matter, towards which I want to draw the attention of the Hon'ble Minister. NHAI had approved one greenfield project, which is the PRI-GMADA Expressway. It was given a new alignment from City Chowk which is near Chandigarh International Airport, to Kurali. Land-acquisition has been done in this project but some issues regarding compensation for land-acquisition are still pending. It has come to public notice that NHAI has decided not to execute the project.

I would like to request the Hon'ble Minister that once a project is started, land acquisition is done, partial compensation is also paid out and if some villagers want a higher rate for their land, they should be compensated, as there are reasons for that like the land are adjacent to the city and that land has become very expensive.

Therefore, to complete this project by adopting a liberal approach, NHAI may be directed to conclude the work of the Greenfield alignment.

I would also like to request the Hon'ble Minister that Mohali, which falls in my Parliamentary Constituency, Chandigarh and Panchkula are called Tri-city. It has the potential to become a huge innovation hub. Due to Fourth Industrial Revolution, it has the potential to develop in it a huge hub of artificial intelligence, analytics, robotics and genomics. For this, there is a need to build a Mass Rapid Transport System (MRTS) which will go from Ambala to Kurali and from Mohali to Panchkula. Chandigarh should also be taken into consideration. If such a Mass Rapid Transport System is formed by combining a hybrid method of bus and rail then the potential of this area will increase exponentially and it will contribute to the Indian economy manifold. I had written a letter to the Hon'ble Minister Mr. Nitin Gadkari ji and Hon'ble Railway Minister that a pre-feasibility study needs to be done because this project could become a huge economic multiplier.

Northern part of India has poor connectivity. As Pakistan is on one side so there is not much potential in trade either. If we can get its pre-feasibility study done, this MRTS will be a great helper in the coming 20 years to harvest this fourth industrial revolution. I have a request to you that we have Nangal city here. The Bhakra-Nangal Dam is built there, there are two dams – one is Bhakra Dam and the other is Nangal Dam. A flyover of Shivalik Avenue is being built there.

Hon'ble Minister Sir, that flyover was being built because there is a place called 'Khooni Chowk'. Untoward accidents happen there every day. The alignment of this flyover ends even before this 'Khooni Chowk'. It is my apprehension that it might make 'Khooni Chowk' more dangerous. This is called the flyover of Shivalik Avenue. It closes the access to Shivalik Avenue completely. It will force about 30,000 people to travel three to four kilometres to reach their homes through a circuitous route.

Hon'ble Chairperson Sir, I request that NHAI should get the alignment of the flyover studied. We have also written several letters to extend it a little so that the

problem of Khooni Chowk and Shivalik Avenue can be resolved by giving some egress. Thank you.

SUSHRI SUNITA DUGGAL (SIRSA): Hon. Chairperson Sir, I thank you for giving me this opportunity to participate in the discussion on the Demands for Grants of the Ministry of Road Transport and Highways.

Sir, first of all I would like to thank the Hon. Prime Minister, Respected Finance Minister Nirmala Sitharaman Ji, Nitin Gadkari Ji and V. K. Singh Ji. The four underpasses for accident prone black spots on National Highway-9, passing through Fatehabad district of my Lok Sabha Constituency have not only been approved at a cost of Rs 54 crore but work is also going on at faster pace there. These are Badopal, Khadakhedi, Dhangar and Dariyapur. I would like to thank everyone from the bottom of my heart for the same. Along with this, I would like to state that India has 66 lakh kilometers of road network which is the second largest in the world and today, the Highways are being built at the rate of 37 kilometers per day which will also be a record in the whole world.

Sir, I would like to make some requests for my Parliamentary Constituency. There is Haspur Chowk in Fatehabad district on National Highway-9. This is an accident prone area. I request that it should be declared a black spot and a bridge should be constructed there. The Union Government has also approved Rs 80 lakh for preparing DPR for the construction of a National Highway from Dabwali to Panipat via Kalanwali, Rodi, Ratia and Bhuna by the Haryana Government. The pace of this work should also be accelerated. Gadkari ji had announced a National Highway from Sirsa to Churu via Nohar, Sava, Taranagar, whose DPR has also been submitted. I would like to request the Hon. Minister and as Union Minister Shri Gadkari Ji has also arrived in the House, I would like to tell the Hon. Minister that in my view, there will be hardly any MP in the House who has not praised you. I think we all should welcome the Hon. Minister by greeting him through clapping. The DPR of the National Highway announced by Gadkari ji from Churu via Nohar,

Sava, Taranagar has already been submitted. I urge that the officials should be instructed to start this work soon. Hon. MP from Ganganagar, Nihal ji is present here. He has also made a request on his behalf and I would also like to request that a National Highway should be built from Sirsa to Ellenabad via Tibbi so that the people of the border of Rajasthan and Haryana may get its benefits.

Sir, I would like to state one thing that I saw a video in which the Prime Minister of our neighboring country was praising the policies of our Hon. Prime Minister. He was addressing a large public gathering and telling that no one has the courage to say anything to India but it threatens us. I think everyone should watch that video. He, while praising the Hon. Prime Minister without any hesitation, said that the Prime Minister of our neighboring country, India, makes policies for the people of the country. We all should also appreciate the Prime Minister without any hesitation for the same. The Prime Minister is leading the country since 2014.

His vision is to make our country a *Vishwa Guru* and he ponders upon it day and night. He always keeps thinking of making public policies in such a way that through *Antyodaya* even the person at the last row should get the benefits of all the schemes of our Government.

Hon. Chairperson Sir, I would like to state that the work on National Highway-1, Grant Trunk Road, should be done at a fast pace. I think its work from Chandigarh to Delhi is going on for at least 12-15 years and is not over yet.... (*Interruptions*) Hon. Minister, the way you present your stand, I think, even the Supreme Court will also get convinced, as we have to lead our country towards making it *Vishwa Guru*. I would like to say some words for the Hon. Prime Minister. He is making efforts to move ahead and to lead our country towards his vision of making it a *Vishwa Guru*. I would like to quote Bashir Badr ji:

"Jis din se chala hun, meri manzil par nazar hai,
In aankhon ne kabhi meel ka patthar nahin dekha."

***SHRI SUDHAKAR TUKARAM SHRANGARE (LATUR):** I support the Demands for Grants of the Ministry of Road Transport and Highways presented by the Government of India in the Budget. Our Modi Government has given special emphasis on the development of road transport in the last seven years and the good results are now visible. The Government has made a provision of Rs 1,99,108 crores for the Road Transport and Highways Ministry in this year's budget which is Rs 68,000 crores more than the last year's estimated expenditure.

The Government has continuously increased investment in the Road sector. With this step of the Government, not only has the Road Transport infrastructure been developed on a large scale across the country but a large number of employment and means of livelihood have been made available. Due to the dedicated efforts of the Government in the last seven years, the road network in India has increased to 59.49 lakh kilometers. The Government with its determination is rapidly building high speed international quality Highways across the country.

Not only this, a big announcement has been made by the Government in the Road Transport sector for the financial year 2022-23. During the year 2022-23, National Highways will be expanded up to 25 thousand kms. During the year 2022-23 the Road Transport master plan will be finalized through PM Gati Shakti. Zero Fuel Policy will work to give special impetus to the areas to promote the change in the use of public transport in urban areas. People associated with the Road Transport sector had many expectations from the Budget 2022-23, including big announcements, which the Government has fulfilled to some extent. All these works are very encouraging.

The Government is also working sincerely in the construction and development of other modes of transport. To ensure faster work in this, the National Ropeway Development Programme will soon be taken up in Public-Private Partnership (PPP) mode. It is noteworthy that contracts will be awarded in 2022-23

for the implementation of Multimodal Logistics Parks at four places through PPP mode. In addition, Rs 20,000 crores will be raised through innovative methods of financing to supplement public resources. PM Gati Shakti Master Plan for Expressway will be prepared in 2022-23 to facilitate faster movement of people and goods. In this way, within a year, the National Highways Network across the country will be expanded to 25,000 kilometers in 2022-23. It may be noted that the Ministry of Road Transport and Highways had constructed about 12500 kms of roads in the last financial year (2020-21). It means that on an average, 37 kms of road is being added daily, through construction.

Alongwith increasing connectivity, the Government is also laying emphasis on tourism so that more and more employment opportunities are available for our youth. The National Ropeway Development Programme will be taken up on PPP mode in Budget 2022-23 as a preferred ecologically sustainable alternative to conventional roads in difficult hilly areas. It aims to improve connectivity and convenience for travellers besides promoting tourism. In the financial year 2022-23, contracts for eight ropeway projects of 60 kms.of length have been awarded.

India's National Highway network is expected to grow by more than 25 per cent in the next three years which is indeed commendable. In fact, the Union Government aims to construct 2 lakh kilometers long network of National Highways by 2025. India already has a National Highway network of over 1.40 lakh km.

I would like to draw the attention of the Government towards a few following problems of road transport and National Highways in my Parliamentary Constituency, Latur:

[English]

National Highway no. 361 Pangaon to Kharola Pati 14.00 km Cement Cranking Road budget Rs. 80 crore has been submitted to the Union Government. Due to road condition, the traffic on this stretch of national highway is being hampered. As construction of only 14 km is pending, it is requested that this work may be taken up and constructed on priority basis.

- Ambajogai-Murud-Jagji-Yevati-Samudravani-Lohara-Ashtamod- Atnur is a National Highway approved in principle. It should be given the status of National Highway at the earliest and the facilities in accordance with National Highway may be provided at the earliest so that Ambajogai-Akkalkot-Ghangapur may be connected by the nearest route.
- The proposal to declare the stretch of National Highway No. 50 Togari-Devani-Shirur Anantpal-Arimod (72 km) as a sublink of National Highway No. 50 has been submitted to the Central Government for immediate approval. This may please be approved at the earliest.
- The proposal to give Nilanga-Lamjana (NH 548 B) stretch of National Highway No. 752K, the status of National Highway, has been submitted to the Central Government for NH status. This approval is still pending. This may kindly be approved at the earliest.
- The remaining length connecting Turori - Kasarashirsi – Nilanga NH-65 to NH-63 should be declared as sublink of NH-65.
- State Road Barshi - Latur - Sonwati - Bori - Arimod - SH – 145 Barshi to Latur National Highway no. 63 has been declared as S.No. 145. This Road passes through Airport - PVR - Shivaji Chowk -Gandhi Chowk Gul Market - Shahu Chowk Shahu Chowk – Vivekananda Chowk Allotment of NH-63 should be kept as PVR - Shivaji Chowk - Gandhi Chowk - Gulmarket - Shahu Chowk - Vivekananda Chowk - Garud Chowk - Siddheshwar Mandir - Sai Naka. As announced on 25.11.2021, approval should be given for construction of four lane cement concrete road from Garud Chowk to Sai Naka 4 km.
- Four-laning of National Highway No. 63 Murud city (5 km)

[Translation]

The above demands of Latur Parliamentary Constituency have been pending for a long time. Therefore, it is requested that the said demands be considered sympathetically and sanctioned alongwith the funds be released after making

necessary provisions in the budget so that the above works can be completed in a time-bound manner.

I once again support the demands for grants of the Ministry of Road Transport and Highways and thank the Honourable Finance Minister for allocating such a huge amount in the Budget to strengthen the road network in the country.

SHRI SRINIVASA DADASAHEB PATIL (SATARA): Hon. Chairperson Sir, thank you for giving me this opportunity. As soon as Shri Nitin Gadkari Sahab entered the House, I became nostalgic. When I was the chairman at NIT Nagpur, Gadkari Sahab had been PWD Minister in Maharashtra. Both of us together carried out the construction of the cemented roads very well in the year 1996. At that time, I wish it Gadkari Sahab were a Union Minister and get concrete roads constructed all over India. This is the third time I have been elected to this House. Last night, I was travelling from Adarki village to Lonand village under my Parliamentary Constituency, I was happy because Gadkari Sahab fulfilled the request I had made. The engineer of that area was informed about this and in a due course, the road was constructed so good that vehicles can be driven at an average speed of 80 kilometers on it. I tried to see whether the car could be driven at the speed of 100 Kmph. It easily crossed 100 Kmph speed. As soon as I reached Lonand village, people welcomed me with applause and thanked me. We must appreciate the people who deliver with their good works. So, I congratulate those engineers.

There is a river called Kera near Patan Nagar in Patan Tehsil under my Lok Sabha Constituency. The construction works of the bridge over that river could not be completed during the last four years. Only half of the work could have been done so far. Therefore, I request to get the work completed at the earliest. There is an NH-166E which connects Bijapur to Guhagar. A bridge is being constructed near Karad town on the river Krishna which falls on the said Highway. It has been two to three

years since the work started. I would really appreciate if you could expedite the construction work.

Sir, I would like to request Gadkari Sahab and the concerned authorities regarding the toll plaza in my Parliamentary Constituency that all the traders and cultivators within a radius of 20 km of the toll plaza are issued permits or passes for their frequent movements. Although, most of the people are getting passes yet a few of them are still struggling to get their passes. There should be a uniform system so that they can be issued monthly passes at a lower price on producing their Aadhaar Cards which also contain their addresses. This will facilitate their easy commute.

Sir, due to the construction of National Highways, the height of the road is increasing. There is a need to improve the design of roads and gutters of National Highways. The fields where the cultivators work are below the road level. The water that used to drain through the gutter earlier is getting ingressed into the adjacent fields now in place of the gutter. Consequently, the fields are flooded, causing a lot of difficulties to the cultivators in cultivation of their crops. It would be better if such a system is set up that divert the water into the drains and from the drains to the rivers. Two tunnels are being constructed in Vela village which falls under the Tehsil Wai of Satara district. These tunnels are from east to west side of my constituency. If a bridge is constructed there, the frequent accidents happening there can be prevented.

Electric poles have been erected on the either sides of the National Highways. I have been observing for many days that poles have been erected, lamps have been fixed but the lamps are not lighting. Had an inspection been carried out to find out the reasons for non-functioning of the lamps they would have started to light in night on National Highways. In addition to this, there are cities on the either sides, right and left side of the National Highway. If the high-mast lights which are fixed on very tall masts, are installed in our area as they have been installed on Kagal - Belgaum Road, it would facilitate better visibility at the diversions of the Highways. This would also facilitate a safe and easy passage to the people who walk on the

Highway and go to their villages after crossing it. Now, more civic facilities have been made there, for example, toilets have also been built there. There are separate arrangements for men and women. It would be better if all these arrangements could be made on all the Highways being constructed in Maharashtra.

The issue of subletting has been raised by one of my friends. There are big companies who take tenders worth crores of rupees but outsource their low-budget contracts of two to five kilometers and that is why they as well as their patron parties also earn profits behind the curtain. Suppose, there is a contract of Rs. 100 then even the goods worth Rs. 60 are not used and that is why the quality is compromised. Hence, big companies must be instructed not to sublet but to increase their engineers. They must be instructed to arrange their own workers and to complete their works. I will be grateful to you if you could urgently install some toll-collection system on the toll plazas of Khed Shiwapur and Anewadi, Taswade. There is a demand to upgrade the status of the Poladpur-Suroor route to a National Highway, this road connects Mumbai-Goa and Pune-Bengaluru Highway. If this work is completed at an early date, the people of the nearby places like, Mahabaleshwar, Panchgani cities will also get benefitted by this. (*Interruptions*)... I will meet the concerned forest officials for early clearance of the project.

Hon. Chairperson sir, I am very grateful to you for allowing me to speak. Shri Gadkari Ji is a dedicated Minister and an old colleague of mine. So, I conclude by wishing him all the best. Thank you, Jai Hind.

[English]

SHRI PRATHAP SIMHA (MYSORE): Sir, thank you for allowing me to speak on this very important subject, the Demand for Grant under the Ministry of Road Transport & Highways for 2022-23. I am really thankful to the hon. Minister, Shri Nitin Gadkari ji. Perhaps, he is the only Minister who does not know how to say no.

Whenever we visit him with a proposal, he will have a position; we will have a positive reply for all the problems. So, I thank him, on behalf of every Kannadiga across Karnataka.

Whenever I visit his house or his office, there is a quote on the wall of his office or residence. It is by the famous American President, John F Kennedy, Who said, "American roads are not good because America is rich, but America is rich because American roads are good." It is not just a slogan or a quote for him. For him, it literally means everything. He works towards it. That is the reason why we are seeing a lot of changes across the country. I am thankful to our beloved Prime Minister, Shri Narendra Modi *ji*, and our Minister, Shri Nitin Gadkari *ji*.

I would like to thank him once again for doubling the total length of highways in Karnataka in seven years. Earlier, the total length of national highways in Karnataka was 7,652 km., out of which NHAI is having 3,513 km. Sir, PWD NH Wing is having 4,139 km. After 2014, and specifically after 2015 till date, he has awarded 24 projects having a cost of Rs.26,255 crore with a length of 1,296 km., out of which, 633 km. have been completed. Sir, out of the projects to be awarded having a cost of Rs.4,728 crore, projects worth of Rs.265 crore have already been awarded. Sir, in 2021-22, there are 12 projects having a cost of Rs.18,368 crore with a length of 499 km.

18.00 hrs

There are 36 projects which are at the DPR stage at an estimated cost of Rs. 48,437 crore. This shows the scale, size and speed of our Government and it shows the efficiency of our hon. Minister.

I am thankful to our beloved Prime Minister, Narendra Modi *ji*. He visited my constituency way back on 19th February, 2018, and announced a ten-lane highway between Mysuru and Bengaluru at an estimated cost of Rs. 6,400 crore. After three cost escalations, the cost has now gone up to Rs. 9,500 crore if you calculate the length of the road. Now, the Government is spending Rs. 9,500 crore. It may be the biggest project in the country. I am thankful to the hon. Minister. Recently, there

was the cost escalation of Rs. 1,300 crore and the hon. Minister gave the approval for that also.

HON. CHAIRPERSON: If the House agrees, the time of the House may be extended up to 8 p.m. and the time for discussion on Demands for Grants for the Ministry of Road Transport and Highways is extended up to 7 p.m.

SHRI PRATHAP SIMHA: Recently, our hon. Minister, Shri Nitin Gadkari, gave the approval for the construction of a four-lane highway between Mysuru and Kushalnagar at an estimated cost of Rs. 4000 crore. We have already called the tender, but the technical bid needs to be opened which needs the approval of the hon. Finance Minister. I request the hon. Minister to speed up the process and allow us to open the technical bid. He knows it and he will certainly help us.

Even for the Mysuru Ring Road which is about 43.5 kms, he has allowed us to upgrade it to National Highway. He gave us Rs. 160 crore for asphaltting. Now, he has approved seven overbridges and underpasses around the Mysuru Ring Road. I am again thankful to him on behalf of every Mysurian.

HON. CHAIRPERSON: Please conclude.

SHRI PRATHAP SIMHA: Sir, there are some projects which do not come under my constituency but they are very important for Karnataka. The stretch between Hassan and Maranahalli is about 45 kms. It is a concrete road which was approved in the year 2016. Its contract was awarded to a Spanish company, Isolux, which went bankrupt in between.

The district administration of Hassan did not allot the quarry because of which, even after six years, the project is still not complete. There is no sign of getting it completed in the near future. So, the hon. Minister should personally look into that matter. Here, the Member (Projects) ...* He must know it.

National Highway-212 connects Mysuru to Kozhikode in Kerala. It was completed in 2017. It was constructed under PWD National Highway Wing. The NHAI has already taken over the control but the cost escalation is around Rs. 200

crore which is not yet cleared. We have not yet been paid the compensation. That needs to be addressed.

HON. CHAIRPERSON: Please conclude.

SHRI PRATHAP SIMHA: Sir, under PWD NH Wing, the Government of India allocated Rs. 4,277 crore for the year 2021-22, out of which, only Rs. 2,041 crore have been utilised. Who should be held responsible for this? The RO of Karnataka and the ADG who looks after the projects sitting in Transport Bhawan should be held responsible for this.

HON. CHAIRPERSON: Hon. Member, please conclude now.

SHRI PRATHAP SIMHA: Sir, I wanted to bring it to the notice of the hon. Minister. He has allotted so much of money for Karnataka but because of the lethargic attitude of the officials, it is not yet utilised.

Sir, there is one final issue and that is about the medians.

HON. CHAIRPERSON: How many final issues? Please conclude.

SHRI PRATHAP SIMHA: Sir there are three types of medians – raised medians, depressed medians, and Jersey barriers. Nowadays we are constructing raised medians. The height of these raised medians is just 0.75 feet. ... (*Interruptions*)

[*Translation*]

***SHRI SUMEDHANAND SARASWATI (SIKAR):** The Government under the strong leadership of Hon. Prime Minister Shri Narendra Modi ji has strengthened India's economy as a whole and the economy, currently being on track shows the strong infrastructural potential of our country.

People associated with the Road Transport sector had many expectations, including big announcements, from Budget 2022-23, which the Government has fulfilled to a large extent. Under the leadership of Hon. Prime Minister, Hon. Minister Shri Nitin Gadkari has laid a network of roads in the country. Today, many

· The speech was laid on the Table.

National Highways have been built by the Government in the country through which the country has been connected from east to west and north to south.

The National Ropeway Development Program will be taken up in Public-Private Partnership (PPP) mode. Presenting the Budget 2022-23 in Parliament, Hon. Finance Minister Smt. Sitharaman announced that contracts will be awarded in 2022-23 for implementation of Multimodal Logistics Parks at four locations through PPP mode. Rs 20,000 crore will be raised through innovative methods of financing to supplement public resources. PM Gati Shakti Master Plan will be prepared for the expressway in 2022-23 to facilitate faster movement of people and goods. Modi ji's Government will expand the National Highways Network to 25,000 kilometers in 2022-23.

To connect the country through roads, PM Gati Shakti master plan is being prepared for expressway in the year 2022-23 so that there can be faster movement of people and goods.

Hon. Nitin Gadkari Ji has taken up the National Ropeway Development Program on PPP mode as the preferred ecologically sustainable alternative to traditional roads in difficult hilly areas. It's objective is to improve connectivity and convenience for travellers besides promoting tourism. Shrimati Nirmala Sitharaman has awarded contracts for eight ropeway projects of 60 km. length in the financial year 2022-23.

Under the leadership of Prime Minister Shri Narendra Modi Ji, Road Transport and Highways Minister, Hon. Shri Nitin Gadkari ji has got built various Highways in my Lok Sabha Constituency during the last 7 years. Billions of rupees have been spent in building roads in my Lok Sabha Constituency. Recently, a budget of Rs 100 crore has been allocated under the CRIF scheme. The Government has planned to spend crores of rupees in the future as well.

I request the Hon. Minister that Salasar Khatu Shyam ji is an important religious place in my Lok Sabha Constituency where crores of people visits for

darshan throughout the year. It is requested that road from Rigel to Khatu Shyam ji and from Madha Mod to Khatu Shyam Ji should be made a four-lane road.

If a National Highway is built from Kotputli on NH 8 to Nagaur via Neem Ka Thana the people of Nagaur, Jodhpur along with the people of Shekhawati region will get a direct route to Delhi. I request that this road should be made a four lane road soon. I Hope the Hon. Minister will definitely pay attention to my demand.

SHRI BHOLA SINGH (BULANDBHAHR): Hon. Chairperson Sir, I thank you for giving me this opportunity to speak on the Demands for Grants of the Ministry of Road Transport and Highways.... (*Interruptions*). I would like to thank the respected Minister who has never denied fulfilling the demands of the new MPs and fulfilled them in a positive way. I would like to thank the Hon. Minister for constructing cemented road on NH-235 from my Parliamentary Constituency Bulandshahr to Meerut in a very short time. Hon. Minister laid the foundation stone during the year 2014 to 2019 and also inaugurated it. So, I thank him. We always get inspired by the Hon. Minister. We see, only 91 thousand, 287 kilometers of Highways were there in the country in April, 2014, while today in the year 2022, 1 lakh, 83 thousand, 101 kilometers of highways have been built in the country. Expressways of 24,800 kms. have been built under the 'Bharat-Mala' project by the Hon'ble Minister. I am seeing that our Hon. Minister of State, General V. K. Singh saheb is also present here. He is an MP from Ghaziabad and he deserves credit for entire development of Delhi NCR which we have seen in seven years, be it the highway from Delhi to Meerut, be it for Moradabad, be it Eastern Peripheral, or Western Peripheral. I thank and congratulate the Hon. Minister for the work done at such a fast pace and with such good quality. The Government has worked at such a fast pace under the leadership of the Hon. Prime Minister and despite the Covid-19 pandemic, neither have we seen any hindrance in the development works nor have we seen any decline in the budget.

I, while thanking, would like to place my two or three issues before the Hon. Minister. When Hon. Minister came to inaugurate and lay the foundation stone of

work in Bulandshahr, the public of Bulandshahr had some expectations. You also made announcements but due to Covid that work could not be completed. The survey work was started. There was a demand for 55 kms. road from Bulandshahr to Dibai which connects the Aligarh-Badaun Highways. The Bulandshahr-Sianagadh road which connects Delhi-Moradabad Highways was surveyed. Secondly, there is an urgent need to connect NH-235, NH-91 and the route from Bulandshahr to Jarora, Bulandshahr to Anupshahr, Bulandshahr to Siyana in my constituency. There is a requirement of ring road in Bulandshahr as there is a huge traffic jam in city. Even then I requested you and I, once again request you that it would be good if you approve to build ring road. I have seen that you have approved it, I think there is some technical problem. Sir, if that technical problem is cleared, the people of Bulandshahr will get rid of the traffic jam. Not only Bulandshahr but people travelling from Delhi to Badaun, Moradabad, Garhsarane will also get rid of the jam and the way of development will open for them. Thirdly, there is a village namely Jainpur, in the outskirts of Bulandshahr on NH-235, from Meerut to Bulandshahr.

The village is situated on both sides of the road. The school is on one side and the temple is on the other side. It is inconvenient for children to come and go to school. Sir, I urge you to construct an over bridge there. Sir, our Government has made an airport in Jewar. The road from Bulandshahr via Kakod which is in Gautam Buddha Nagar constituency of Hon. MP Dr. Mahesh Sharma Ji, passes through two to three districts; if it is widened, people will get convenience in commuting and it will also lead to development.

Sir, There were some potholes due to the rainy season on National Highway-91 from Ghaziabad-Lalkuan to Bulandshahr i.e. Dadri toll to Aligarh toll. I requested Hon. General V. K. Singh in this regard and those potholes have been filled but the patches of these filled potholes have become higher than the road, due to that it takes more time for people to commute and accidents also take place there. I request you to get the road repaired at the earliest.

Hon'ble Chairperson, Sir, I once again thank you for giving me the time to speak.

[English]

DR. THOL THIRUMAAVALAVAN (CHIDAMBARAM): Sir, I would like to speak in Tamil.

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): There is no interpretation.

HON. CHAIRPERSON: Dr. Thol, please sit down. We will call you later because there is no interpretation.

***SHRI RAJA AMARESHWARA NAIK (RAICHUR):** Hon'ble Chairperson Sir, thank you very much for allowing me to speak on the demands for grants under the control of the Ministry of Road Transport and Highways for the year 2022-23.

Sir, development of Highways are given importance in our country as it is done in all other developing countries. Our former Prime Minister late shri Atal Bihari Vajapayee ji believed that construction of roads will ensure the progress of the nation. He introduced the Golden Quadrilateral project to connect the major metro cities of India. Under this popular scheme he emphasized the construction of Four lane and Six lane roads to connect various cities of the country within a short span of time.

Another significant achievement of late shri Atal Bihari Vajapayee ji was Pradhan Mantry Gram Sadak Yojana(PMGSY) to connect all the villages with roads. Now our beloved hon'ble Prime Minister shri Narendra Modi ji is taking forward the legacy. Our hon'ble Minister shri Nitin Gadkari ji is doing his best to give the country better roads and highways. I would like to state that our government has successfully constructed the Quadrilateral Road connecting Bijapur and Solapur single lane of 25 kms, within 18 hours. It has created world record. Nearly 22 access controlled greenfield national highways being executed. It is targeted to increase the

* English translation of the speech originally delivered in Kannada.

length of NHs to 2 lakh kms by 2025 under Bharatmala Pariyojana. In the border of Karnataka, from my Lok Sabha constituency Raichur-Sollapur- Kurnool-Chennai 6 lane NH-156 access controlled Greenfield national highway section is taken up with the cost of Rs.927 crores.

The tender is already floated for this project. I congratulated the hon'ble Prime Minister and also hon'ble Minister shri Nitin Gadkari ji for their support. My Lok Sabha constituency Raichur comprises Yadgir district also and placed in the Aspirational district list. It also got special status under the 371J of the Constitution of India. There are many sub divisions of NHs are established in Kalburgi, Bijapur and Hospet. So, I would like to make a special request to set up a division in Raichur itself. Krishna Bridge under four lane highway connecting Karnataka and Andhra state is already started.

Similarly, the projects like NH 167 and NH 150 works are completed and people of the region are getting the benefits of the connecting roads and highways. I express my heartfelt thanks to our ministers for their cooperation.

I would like to make a few requests to give priority for the construction NH 50 A connecting Jewargi- Shrirangapatna- Sindhur- Lingsur-Maski, Under Bharath Mala scheme Belagaum- Hyderabad- Raichur, NH 167 roads, construction of Attigudu-Tinthini Bridge under NH 150A , Bypass road in Yadgir city and other CRF roads should be given top priority to sanction these projects as early as possible with sufficient funds to facilitate the people of Aspirational districts. I once against request to allocate adequate funds for the overall development of my region. With these few words I support the demands for grants and conclude my speech sir.

Thank you.

[Translation]

SHRI DILIP SAIKIA (MANGALDOI): Hon'ble Chairman, Sir, I thank you for giving me this opportunity to speak on the Demand for Grants of the Ministry of Road Transport and Highways.

Sir, I would like to place some issues in front of Hon'ble Minister of Road Transport and Highways Mr. Nitin Gadkari ji. I am not raising this matter for the first time but I have raised it earlier also.

Sir, I would like to thank Hon'ble Prime Minister Mr. Narendra Modi and Hon'ble Minister of Road Transport and Highways. Today in North-East region, there is an atmosphere of peace and progress, the reason behind this is the thinking by Hon'ble Prime Minister about the development of infrastructure of this region. The progress made in the last seven years in the areas of road, communication and transport is more than the works done in seventy years of Congress rule. In these seven years, all the states of North-East region has been connected with the National Highways. Today the entire North-East region is moving forward on the path of peace. Peace and prosperity have been achieved there. Cases of Insurgency and unrest are coming down there. The specific reason for the development that has taken place in the transport sector in the last seven years is the major contribution made under the leadership of Hon'ble Prime Minister.

Hon'ble Chairperson, Sir, once upon a time, we used to contest elections on the slogan of electricity, water and road. Today we have electricity connections. We are getting 24 hours electricity supply. Presently, we are also getting plenty of water through Jal Jeevan Mission. At present, we are going to be self-reliant even in the matter of roads. Now a days, we contest elections in the name of expressways and highways. We are also contesting elections on the topic of Super Expressway. If anyone has to be praised for this then it is the Hon'ble Prime Minister and Hon'ble Nitin Gadkari ji.

Sir, I would like to thank Hon'ble Nitin Gadkari ji for the recent major achievements of development in the North-East region, be it in road transport or

National Highways. Majuli is the largest river island in the world. It remained disconnected from main land since independence. There was no road or bridge there. Today the foundation stones of Majuli-Kamet, Jorhat-Majuli, Nimati-Majuli bridges have been laid. The work on those bridges is going on at a fast pace. Now the people of Majuli are very happy. If we look at the entire North-East region, Kaziranga National Park is a world heritage site. It is the largest reserve forest in the world. Hon'ble Nitin Gadkari ji has approved the Kaziranga Elevated Corridor over Kaziranga National Park. For this, I would like to thank the Hon'ble Prime Minister and Hon'ble Nitin Gadkari ji a lot.

I would like to raise two matters related to my Constituency. In my Constituency, Kurua Narangi bridge is to be built on Brahmaputra river and its DPR work is going on. I would request you to complete the DPR of Kurua Narangi Bridge at the earliest and construction work should be started. There is two lanes NH-15 of 182 kilometer length from Baihata Chariali to Jamugurihat, if it is converted into four lane then we can have full connectivity with entire Arunachal Pradesh up to China.

The third issue is that we have been given a railway over bridge in Goreswar-Majbat-Udalguri. I would like to propose a solution to the Hon'ble Nitin Gadkari ji for problems being faced by the people there. A foot over bridge should be constructed there. The work on East-West Corridor should be completed if it is possible to complete it in this year by completing the Dima Hasao sector as it is still pending for a stretch of 35 kilometers.

***SHRI JUGAL KISHORE SHARMA (JAMMU):** I would like to put my views on the Demands for Grants of the Ministry of Road Transport and Highways.

Even the words will fall short to praise the works of this Ministry.

I would like to thank Hon'ble Prime Minister Shri Narendra Modi ji and Hon'ble Shri Nitin Gadkari ji. They laid special emphasis on roads in the last seven

years in the field of transport and laid a network of roads all over India. I remember the Hon'ble Bharat Ratna Atal Bihari Vajpayee ji, who started the Pradhan Mantri Sadak Yojana and connected all villages. I come from a rural background. We used to see tar roads there. At that time Hon'ble Atal ji built the National Highways in Gujarat. Later Hon'ble Modi ji and Shri Gadkari ji built the highways all over the country. They presented the vision of India in front of us. Once upon a time, the roads were scarcely visible in Jammu and Kashmir. The existing roads had plenty of potholes or remained water logged. Everywhere the roads were in bad condition. I would like to thank Hon'ble Nitin Gadkari ji that ever since the BJP Government has come to the power; not only in Jammu and Kashmir but all over the India, roads have been built. The roads have reached even up to small villages.

The day is not far when the journey from Jammu to Leh-Ladakh via Srinagar would be completed in shortest time.

Jammu and Kashmir is a tourist region. The natural beauty here attracts a lot of people from the country and abroad. Keeping this in mind, priority was given to the construction of all-weather roads and tunnels by the Ministry of Road Transport and Highways. Till the year 2014, the length of NH was only 1,695 km but by the year 2021, this length has increased up to four times. Tunnel routes like Chenani Nashri, Zojila will make travel to Kashmir easier for tourists, while the construction of roads and tunnels will also solve the problems of the local people. Several thousand crore of rupees are planned to be spent on construction of roads in Jammu and Kashmir.

Tourist places, border areas, tribal and backward areas are being connected. Connectivity between road, rail and port has been increased. Through this, along with socio-economic development, new employment opportunities have been created for the people. I would like to draw the attention of the Hon'ble Minister towards the fact that the work on the national highway from Jammu to Akhnoor and from Akhnoor to Poonch is going on at a very fast pace, in which many tunnels are

also being built so that the long journey can be completed in a short time. This will save fuel as well as time.

Many roads and bridges work which were started through CRF but now due to paucity of funds, such many works are running slow or have been stalled, for example the road from Kotranka to Khawas or the road from Samba to Sumb and the bridge from Jodiyandripatan to Pragwal (District Jammu).

Therefore, it is requested that apart from these, funds should be made available to complete all the pending works as soon as possible.

SHRI SUNIL KUMAR SINGH (CHATRA): Hon'ble Chairperson Sir, I am very thankful to you for giving me an opportunity to support the Demand for Grants pertaining to the Ministry of Road Transport and Highways for the year 2022-23. Rs. One lakh Ninety Nine Crores have been allocated to the Ministry in the Budget. I am very thankful to Hon'ble Modi ji and Hon'ble Gadkari ji for fulfilling the expectations of people of those areas in the country who had been waiting for development since years. Today, a lot was spoken about some roads which have been lying pending since 17 years and it seems that some roads, perhaps, are awaiting the fourth industrial revolution for completion. Is it? The story I would like to narrate might seem exaggerated but I come from a region where a road lies pending for construction for the last 360 years. 360 years may sound exaggeration. During the reign of Aurangzeb when Dawood Khan got the opportunity to conquer Palamu, it took time as much as April to December for him to reach Palamu from Patna. I would like to quote a document of British period which is with me. This document is from Palamu Gadget. Its editor is Mr. P.C. Rai Choudhary. This is 1961 edition.

[English]

The first proper road made by the Government was laid down in 1863 when the American Civil War had interrupted the cotton trade and it was desired to

provide an outlet for the cotton grown in Palamau and Sirguja. This road was intended to join Daltonganj with the Grand Trunk Road via Sherghati, a distance of 70 miles and was called the Bihar Cotton Road. But this road was never completed.

[Translation]

It was a 160 year old demand. People looked at us with hope. I would like to congratulate Hon'ble Nitin Gadkari ji for fulfilling this demand and on behalf of the people of the entire region, I would like to say that we are all grateful to him that he has given in-principle approval to it. We all are grateful for the in-principle approval given for this road via Manatu, Raniganj, Imamganj, Sarghati on Daltonganj NH 39 of which 72 km lies in Jharkhand and in 58 km lies in Bihar.

It is also necessary because for us this road is not just a road but the story of our struggle and a demonstration of our culture. This road is also a symbol of our bravery and valour. During the revolution of 1857, although the revolution had got over in the rest of the country yet the land of Palamu and Chatra continued to resist till 1860. People passing through this road go by touching the land of martyrs of our region like the brave Chero Raja and the brave Bhokta brothers Nilambar and Pitambar of our region.

Along with this, Hon'ble Gadkari ji has recently announced a Green Expressway in our area. We are grateful to him for that also. There is a Green Expressway from Chandauli to Varanasi, of which about 74 kilometer stretch will lie in Chatra district. We are grateful to you for this also.

Hon'ble Chairperson Sir, through you, I would like to tell the Hon'ble Minister that every single place in this region holds the capacity to make history. Today, the Hon'ble Minister of Culture is also present in the House. I would like to request Hon'ble Gadkari ji as well as the Hon'ble Minister of Culture to highlight that how this area has been neglected over the years. Many Kashmir files are still waiting to be exposed in many parts of the country. These are also required.

Along with this, I would like to thank Hon'ble Gadkari ji. While, a total of 201 kms of highways were constructed in Jharkhand from 2004 to 2014 and Rs. 2190

crores were spent, whereas from 2014 to 2022, a total of 718 kms of highways were constructed and a sum of approximately Rs. 10,646 crores was spent.

I have a lot to say. There are about 11 roads which have been given in-principle approval such as from Ratu via Thakur Gaon, Bagra to Lesliganj, Dubiyakhand to Chhattisgarh, Jaspur to Mahuadanr, Chatra to Chouparan, Panki to Balumath, Jori Kalan to Prtapur, Hunterganj to Sultana. Along with this, approvals have been also given to Chatra bypass and Latehar bypass. These will give boost not only to our culture to prosperity also in the coming time. We are definitely thankful to you. I will conclude by saying just one thing.

Sir, I would like to draw your kind attention.

Hazaaron saal nargish apni be-noori pe roti hai

Badi mushkil se hota hai chaman mein deedawar paida.

Therefore, we are grateful to you that you have understood the importance of the people of that region and given voice to our aspirations. I want more time because this is a story of 160 years. The road was not constructed for 160 years, the Railway line was lying pending for 80 years and irrigation schemes were lying pending for 40 years. You tell me what else will this situation breed other than militancy there?

I thank the Hon'ble Prime Minister and Hon'ble Gadkari ji on behalf of the people of that area.

***SHRI RAKESH SINGH (JABALPUR) :** I present my views on the Demands for Grants of the Ministry of Road Transport and Highways.

We are proud that the leadership of India is in the hands of such a 'Chowkidar', who has not only led India on the path of development but has also given a new height, a new direction of development and lesson to the whole world. We are also proud of that the reins of our Road Transport Ministry have been

handed over to such a person by the country's visionary Prime Minister who has changed the picture of India's roads and Highways. He has deep understanding and interest not only in better construction and maintenance of roads but also in the cultural importance of roads.

We all know that the Ministry of Road Transport and Highways has set a record ever since the Bhartiya Janta Party Government came to power at the Centre and the responsibility of the Ministry came into the hands of Honorable Gadkari ji. Not only various highway projects have been completed on time but the construction work of highways has also been expedited.

In a country with a diverse culture like India, the importance of roads has been there for centuries and roads are the most important need of human history as well as the main criteria of development.

I would like to inform here that since Independence, the Government ruled by Congress Party remained at the Centre and they neglected the roads just like the other major works. For the first time, the roads were given more attention during the time of Respected Late Atal Ji.

By starting a huge project like Golden Quadrilateral, Late Atal ji united the country in one thread. After that we have seen and we all are witness to this fact that since the Government of Honorable Prime Minister respected Shri Narendra Modi ji came into power, the Road Transport and Highways has been transformed and it will be known as the golden era of Roads in the future as well. These things have also been proved on the basis of statistics.

If we talk on the basis of authentic figures, where only 11 kilometers of roads were built per day in the UPA Government, the speed of road construction is on a record level today. Roads are being built in the country at a speed of about 37 kilometres per day. Till April 2014, where the length of highways was 91 thousand 287 kilometres before our Government came into power. Under the leadership of Honorable Modi ji at the Centre, it has increased to close to 1.5 lakh kilometres in seven years today.

What a pleasant surprise it is that the length of highways has increased by more than 50 percent in just seven years. Along with this, the budget expenditure for road construction has increased more than 5 times as well.

Today, modern technology and human sensitivity play a very big role among the big efforts being made in the country towards construction of roads.

I would like to give an example of Madhya Pradesh, where the highway passing from Seoni to Nagpur passes through dense forests for about 30 kms. The entire road has been developed as a flyover to prevent the loss of life of any animal from the highway. Many such records are being created by our Government today under the leadership of Honorable Prime Minister.

Talking about the Budget, this time a budget allocation of about Rs 1.99 lakh crore has been made for construction of roads for the first time in the history of India. The Ministry of Road, Transport and Highways has been given 68 percent more budget this time. In the previous budget, the budget of the Ministry was 1.18 trillion which has been increased to 1.99 trillion this time. For the development of road infrastructure, a provision of Rs 20 thousand crore has been made in the budget to extend the national highway network by 25 thousand kilometers.

In fact, the whole budget shows the vision of the country's development and the goals and priorities for the economic sector are already fixed in this budget. The speciality of this budget is to give top priority to the construction of infrastructure alongwith priority to all socio-economic sectors.

In the special context of the Ministry of Road Transport and Highways, after the Bharatmala and Sagarmala Projects, the Parvatmala programme has begun under the leadership of our visionary Prime Minister. All these three schemes are going to create history. Parvatmala programme is a unique gift for the hilly region. States like North-East India, Uttarakhand, Himachal and Kashmir will benefit from this. This will not only lead to development in transport and tourism but also create more employment opportunities.

This Ministry has developed such an image of construction, development and upgradation of highways in the country which will always be remembered in future.

If I talk about my Parliamentary Constituency, first of all I would like to express my gratitude to Honorable Union Minister Shri Gadkari ji who has promptly fulfilled every demand of Jabalpur Parliamentary Constituency and has made Jabalpur strong and self-sufficient in the matter of roads.

I am very glad to inform that the largest 112 km ring road project to be built around Jabalpur city in Madhya Pradesh and approved by Union Ministry of Road Transport, is included in Bharatmala project.

Along with this, the road from Jabalpur to Bilaspur via Kundam-Shahpura-Dindori-Kabir Chabutra Amarkantak has been declared as National Highway which has also been duly published in the Gazette. With the conversion of this road into a national highway, it will be widened for hassle-free and smooth traffic as well as the ghat portions and blind turns will be converted into straight roads as much as possible.

The work done by Union Minister for Road Transport and Highways, Honorable Shri Nitin Gadkari to fulfill the important announcements made for the development of Jabalpur during his stay in Jabalpur in the month of December is very important. Its fruitful results will be revealed soon and this work will prove to be a milestone for the development of Jabalpur in future.

Apart from this, there was a need for the construction of the road from Jabalpur to Barela for a long time which has been approved within no time by Honorable Shri Gadkari ji. With the construction of this road, the road from Jabalpur to Mandla via Barela has become easy and the passengers coming to Jabalpur have also got a lot of convenience.

Similarly, I also express my gratitude to the Honorable Minister for realizing the dream of a flyover in Jabalpur. With the approval of Rs 758.54 crore, an amount of Rs 57.87 crore has also been approved for the construction of 12.20 km long 4 lane road from YMCA Tiraha to Saliwada located on Barela Road. Never in the

history of Jabalpur have so many development works been done for the construction of roads.

The traffic load in my Parliamentary Constituency Jabalpur has been high and also the compatibility of any fully developed city is determined by constructing a flyover over there. Therefore, from the very first term itself, the construction of flyover was included in the election manifesto. Efforts were started but the high cost involved in its construction and other permissions of the Centre were a big obstacle in the way of its construction. As soon as the BJP Government was formed at the centre under the leadership of Honorable Modi ji, the efforts were intensified in this direction and Honorable Minister Shri Gadkari ji who is committed to touch new heights of development under the leadership of Honorable Modi ji, gave wings to these much awaited projects.

After the Government was constituted at the Centre under the leadership of Honorable Modi ji, several works have been approved by the Ministry of Road Transport for the development of roads in Jabalpur Parliamentary Constituency which include road from Jabalpur to Sagda-Lamhetaghat-Bhedaghat was constructed at a cost of Rs 40 crore from the Central Reserve Fund just a few months ago and the road from Katangi to Majhauri, Pola, Abhana, Bachaiya Marg was constructed at a cost of Rs 65 crore.

I express my gratitude again and again to the successful Prime Minister and the Honorable Minister Mr. Gadkari for setting a new milestone of development.

[English]

***DR. THOL THIRUMAAVALAVAN (CHIDAMBARAM):** Hon Chairman Sir, Vanakkam. Thank you for allowing me to take part in this discussion. Road transport and Highways infrastructure play an important role in the development of our country. Therefore improving the Highways and road transport facilities has become all the more necessary.

At the national level such works are being undertaken in a strong and steady manner. At the same time, as a matter of comparison, there is a drawback that these projects are getting delayed in south India. I want to state that particularly in Tamil Nadu, the projects of NHAI have been given up due to several reasons. It is a matter of great concern that three important projects such as Kanniyakumari-Kerala four lane project, Sriperumpudur in Chennai -Wallajah six lane project and Vikravandi-Cholapuram four lane project have been given up.

It is learnt that Hon Union Minister Shri Nitin Gadkari while giving an interview had stated that due to the lack of support of the Tamil Nadu government such projects are getting delayed. In reply to this statement Hon Chief Minister of Tamil Nadu Thalapathi Thiru M. K. Stalin has refused this accusation. Moreover Thalapathi M. K. Stalin has assured fullest support to all these road projects of the Union Government. I therefore urge upon you on behalf of Viduthalai Siruththaigal Party that such pending projects should be expedited soon. Under the National Highways fee rules 2008- Determination of Rates and collection, it is stated that there should be a gap of at least 60 kms between two toll plazas.

Similarly it is stated that there should not be any toll plaza within the radius of 10 kms in the Municipalities and Municipal Corporation limits. Many toll plazas in Tamil Nadu are in violation of these rules of the Government. I urge that the Government should take swift action in closing all these toll plazas. Similarly the issue of land acquisition. While implementing such projects, farmers and landowners are very much affected. Under the Land Acquisition Act 2013, without the assent of

* English translation of the speech originally delivered in Tamil.

the farmers, land owners or knowing the views of farmers, land owners and general public, it is stated that land should not be acquired. Similarly compensation should be provided on the basis of market value and not on guideline value. Therefore I urge the Government to take necessary steps to provide adequate compensation to the farmers and landowners as per the Land Acquisition Act of 2013. Thank you for this opportunity.

[Translation]

SHRI SUNIL BABURAO MENDHE (BHANDARA-GONDIYA): Hon. Chairperson Sir, first of all, I would like to express my gratitude to the senior leaders of the party for giving me an opportunity to express my views on the Demands for Grants of the Ministry of Road Transport and Highways. As we all know, the Ministry of Road Transport and Highways has been laying a network of roads across the country for the last seven years. Due to this, a lot of progress has been made in India. Earlier the speed of road making was 10 to 14 km per day, now it is 30 to 35 kms. I can say that records and achievements have been made in the world.

Sir, Honorable Member has just said that whether it is about North-East, Leh-Ladakh or Jammu-Kashmir, the network of roads has been made everywhere for the last seven years. We have seen that in seven years the length of Highways in the country which was 91,000 km has now increased to more than 1.5 lakh km. This Ministry deserves thanks for the record that has been set in this field.

Sir, as we know that in the Corona period of the last two years when the country was still, no work was being done anywhere, infrastructural works were stopped, in such an adverse situation, the work done by this Ministry especially the construction of highways was going on at a fast pace. I know that this was the only Ministry working in the country which generated employment across the country. Work has increased by 126 percent during this pandemic which is also a matter to think about.

Sir, we know that this year's budget included the most ambitious scheme of the country's respected Prime Minister, Modi ji which is 'PM Gati Shakti'. Through this, we are going to make a master plan and work by connecting 14 villages. I believe that this Ministry will make the biggest contribution to this. I believe that the Ministry will contribute a lot in increasing the gati shakti through the highways.

Hon'ble Chairperson, earlier we used to see long queues of one kilometer near many toll plazas on the National Highways. We had to wait for half an hour near the toll plaza. In the last two years, the working of all the toll plazas has improved through fast track or through digital payment. We cross the toll plaza in just two or three minutes. ... (*Interruptions*)

Hon'ble Chairperson, as we have seen, Honorable Nitin Gadkari ji's way of working has always been innovative. We have seen that a National Highway has been completed in Barmer district of Rajasthan. Its speciality is that such a patch of three and a half kilometers has been constructed in it which can also be used as a airstrip. He himself tested it. He reached there in a plane. The Minister of Defence of our country was also in that plane. Four more such air bases are being built through the National Highways which will be a record.

Hon'ble Chairperson, I would like to mention two things about my constituency. The length of the National Highway in my constituency from Nagpur to Bhandara is 60 kms. Many roads have got damaged due to heavy traffic. The Highway needs to be upgraded from 4 lanes to 6 lanes. Through you, I request the Hon'ble Minister to upgrade the Highway to 6 lane. ... (*Interruptions*) I conclude. Jai Hind Jai Bharat.

SHRI NIHAL CHAND CHOUHAN (GANGANAGAR): Thank you, Hon. Chairperson Sir, I rise to support the Demand for Grants for Road Transport and National Highways. I have read in the history of India that the longest road, G.T. Road was built by Sher Shah Suri with a length of 25000 km from Chittagong to

Lahore. But, the country will always remember that the respected Minister has worked to make India second in the world in terms of roads by building 66 lakh kilometers of roads. Today, India ranks second in the world in terms of road construction. Therefore, on my behalf and on behalf of my constituency, I would like to thank the Honorable Minister. Along with the economic and social development of any country, it is very important to have roads for social security. It is very important to construct roads for better development plans for the country.

Hon. Chairperson, in 2019-20, 10,237 km roads and in 2020-21, 13,000 km roads were built. The Hon'ble Minister has set a target of constructing 25,000 km of roads and 37 km of National Highways daily. I would like to thank him as he is working to build roads with such a big goal and thought.

Hon. Chairperson, in the UPA Government, 12 km of National Highways and 69 km of rural roads were constructed daily. Today, 37 kilometer of highways and 62 kilometer of rural roads are being built by the Union Government under the leadership of respected Narendra Modi Ji and under the efficient administration of the Hon'ble Minister. A major step has been taken to connect roads in India by allotting a budget of about Rs 1, 99,000 crore in the year 2022-23. For this, I would like to thank the Hon. Minister.

I will not go in to detail. I will conclude my speech by saying a few things about my constituency as I see your instruction. Rajasthan, the State I represent, has been awarded with 18 new projects worth about Rs 8,500 crore within the last five years. For this, I would like to thank the Hon'ble Minister. 1,127 km long road will be built which will result in expanding the roads in sandy Rajasthan. About 5000 kilometers of new National Highways have been constructed in Rajasthan within the last six years. At present, the work on many projects is going at a fast pace. The Bharatmala road is being constructed in Sriganganagar bordering the district I represent. If we look at the entire Bharat Mala road in Rajasthan, the Central Government has given Rs 650 crore for the 256 km road. I would like to thank the Honorable Minister on behalf of the frontier region.

I would like to thank the Hon'ble Minister for building roads in my Parliamentary Constituency by spending Rs 630 crore.

Hon'ble Chairperson, the Central Government and respected Hon'ble Gadkari Ji have done the work of connecting 7 States, 3 big refineries and 3 ports of the country... (*Interruptions*) I will conclude my speech by sharing one or two things about my Parliamentary Constituency. For the first time, the green corridor from Amritsar to Jamnagar, which is a long route of 1,224 km, has been made and Rs 31,000 crore have been sanctioned. I would like to thank the Honorable Minister for that. I would like to request the Honorable Minister for two-three things of my district. Hon'ble Minister had announced in a big gathering in Udaipur on August 29, 2017 that the proposed National Highway from Suratgarh to Rawatsar via Hisar which was declared as NH from Suratgarh to Jakhandwali, Rawatsar, Nohar and Bhadra to Hisar Road, is still pending.

Secondly, there is a Kalibanga Railway Station. Even today I had raised the question that the world's oldest civilizations are Mohenjodaro and Kalibanga. It is necessary to build a bridge of NHAI there. The bridges that were sanctioned at Rampura Rangmahal in Srivijayanagar are still half-completed. The Sriganganagar-Hanumangarh road should be declared a National Highway by increasing its width and it should be connected to the Green Expressway passing through Hanumangarh. It is my request. Hon. Minister also made an announcement for Hanumangarh bypass, I will request for that in writing.

SHRI HAJI FAZLUR RAHMAN (SAHARANPUR): Hon. Chairperson Sir, a four lane highway is being constructed from Delhi to Saharanpur which is pending for the last many years. The work is progressing at very slow pace. A lot of questions have been published in the newspapers about the company which is constructing it. These issues should be taken into notice so that the work could be

completed as soon as possible. Along with this, I would like to submit one more thing to the Hon. Minister that if this Highway...(Interruptions), It's Ok, no problem. I want that the Highway should be completed.

Sir, I would like to submit one more thing about this. There is a temple of Mata Shakambhari Devi ji in Saharanpur. This highway is being constructed upto Saharanpur. You also promised to make it four lanes in the year 2018. I would like to request that the highway should be extended from Saharanpur to Mata Shakambhari Devi so that the devotees, who come to visit her, may get the benefit.

Hon. Chairperson Sir, there is a village named Majra between the Shakambhari Devi and Dehradun the capital of Uttarakhand, it is 7 kilometers far from the Shakambhari Devi temple. If a road is constructed from there to Mata Shakambhari Devi, the people of Dehradun can easily visit there. I think it will reduce the distance by 40 kms.

Along with this, there is about 20 meters long an old iron bridge in the Mohan hills on the way from Saharanpur to Dehradun but it is a very narrow bridge. Due to that, there is usually a long traffic jam. Though, there is a proposal of constructing a highway and work has also started on it. By the time of the completion of the highway if this bridge is widened a little, it will be easier to commute and there will be no traffic jam.

Hon. Chairperson Sir, a highway from Saharanpur to Yamunotri via Vikas Nagar was announced. I will be grateful to you if construction work is started soon. I have one last point. If a highway between Nanota-Devavan and Mangalore via Gangoh is constructed to connect Karnal, Haryana to Haridwar-Roorkee highway then I think the distance of Haridwar from Karnal will be reduced about 50 to 60 kilometers. Sir, this work is very necessary.

(इति) جناب حاجی فضل الرحمن صاحب (سہارنپور): محترم چیئرمین صاحب، دہلی سے سہارنپور تک ایک فور لین ہائی وے کی تعمیر جاری ہے، جو کہ پچھلے کئی سالوں سے پینڈنگ ہے۔ اس کا کام بہت ہی دھیمی رفتار سے چل رہا ہے۔ اس میں جو کمپنی کام کر رہی ہے، اس کے بارے میں بھی کچھ سوالات

اخبارات میں آئے ہیں۔ آپ اس طرف دھیان دیں تاکہ اس کا کام جلد سے جلد مکمل ہوسکے۔ اس کے ساتھ ہی ساتھ میں محترم وزیر سے ایک بات اور کہنا چاہوں گا کہ اگر اس ہائی وے کو (مداخلت) چلئیے کوئی بات نہیں، میرا مقصد تو یہ ہے کہ ہائی مکمل ہو جائے۔

جناب میں اس بارے میں ایک اور بات کہنا چاہوں گا۔ میرے یہاں ماتا شانکبھری دیوی کا مندر ہے۔ یہ ہائی وے سہارنپور تک بن رہا ہے۔ آپ نے بھی سال 2018 میں فور لین بنانے کا وعدہ کیا تھا۔ میں یہ چاہتا ہوں کہ سہارنپور سے سہارنپور سے ماتا شانکبھری دیوی تک اس ہائی وے کو بنوا دیا جائے، تاکہ جو شردھالو ان کا درشن کرنے آتے ہیں، ان کو اس کا بہت فائدہ ملے گا۔

محترم چیرمین صاحب، اس کے علاوہ شانکبھری دیوی اور اتراکھنڈ ریاست کی راجدھانی دہرادون ہے، اس کے بیچ میں ایک ماجرہ گاؤں پڑتا ہے جو کہ شانکبھری دیوی مندر سے کل 7 کلو میٹر کی دوری پر ہے۔ اگر آپ وہاں سے ایک روڈ ماتا شانکبھری دیوی تک کے لئے چلوا دیں تو وہاں دہرادون کے لوگ آسانی سے آ اور جا سکتے ہیں۔ میں سمجھتا ہوں کہ اس سے 40 کلو میٹر کا راستہ کم ہو جائے گا۔

اسی سلسلے میں سہارنپور سے دہرادون جاتے ہوئے موہن کی پہاڑیوں میں پرانا لوہے کا ایک پُل بنا ہوا ہے جو کہ تقریباً 20 میٹر لمبا ہے، لیکن اس کی چوڑائی بہت کم ہے۔ جس کی وجہ سے عام طور سے وہاں کافی لمبا جام لگ جاتا ہے۔ حالانکہ آپ نے وہاں پر ایک ہائی وے بنانے کا پرستائو دیا ہے، اس پر کام بھی شروع ہو گیا ہے۔ جب تک وہ مکمل ہو، اگر اس پُل کو تھوڑا چوڑا کرا دیا جائے، تو آنے جانے میں آسانی ہوگی اور جام لگنا بند ہو جائے گا۔

جناب، اسی طرح سے سہارنپور سے یمنوتری تک آپ نے وایا وکاس نگر ایک ہائی وے کا اعلان کیا تھا۔ اگر اس کا تعمیری کام جلد شروع ہو جائے تو ہم سب آپ کے شکر گزار رہیں گے۔ میرا ایک آخری پوائنٹ ہے۔ ہریانہ کے کرنال سے ہری دوار روڑ کی ہائی وے کو جوڑنے کے لئے اگر آپ گنگوہ سے ہوتے ہوئے وایا ننوتا دیوون اور منگلور کے بیچ ایک ہائی وے بنوا دیں تو میں سمجھتا ہوں کہ تقریباً 50 سے 60 کلومیٹر کی دوری کا ہری دوار کا راستہ کرنال سے کم ہو جائے گا۔ جناب، یہ کام ہونا بہت ضروری ہے۔

(ختم شد)

SHRI C. P. JOSHI (CHITTORGARH): Thank you, Hon. Chairperson Sir. Today, you have given me an opportunity to speak on the Demands for Grants of the Ministry of Road Transport and Highways in the Union Budget 2022-23. First of all,

I would like to express my gratitude to the country's eminent Prime Minister Narendra Modi ji and our popular Minister, Shri Nitin Gadkari Ji. The speed with which roads are being constructed under their leadership, be it National Highways or CRF roads or other works in my constituency, we had never imagined.

Since the formation of Narendra Modi Government in the year 2014, a transformative step regarding infrastructure development has been taken through PM Gati Shakti project to boost economic development under their leadership. We see that whether it is road, railways, airport, port, public transport, waterways or logistics infrastructure, the Government is working at a very fast pace to develop the country on the basis of these seven points. I thank the respected Prime Minister and the respected Minister that the highest ever budget provision of Rs 1 lakh 99 thousand crore has been made in the budget.

Hon. Chairperson Sir, now I come to the demands of my constituency. I would like to express my gratitude to the Hon. Minister. The Delhi-Mumbai National Highway was four lane from Kishangarh to Ahmedabad and on people's demand we requested him and he approved to converted it into six lane. Hon. Minister not only laid its foundation stone but it is going to be inaugurated by him in the year 2022 itself. I would like to express my gratitude on behalf of the people of my constituency for the same. I would also like to express my gratitude for the CRF roads we have got in seven years. So many roads we wouldn't have got even in the last 60 years. I would like to express my gratitude to you on behalf of the people and 20 lakh voters of my Parliamentary Constituency. We have got roads where there were no roads and even without tolls. Buses could not ply there. The roads which have been approved are Hoda Bhadesar to Badi Sadadi Bansi Road, Nimbaheda to Keli, Keer Ki Chowki-Akola to Fatehnagar, Barodiya to Chhatarpura, Katunda to Rawatbhata, Mangalwad to Badi Sadadi, Debari Powerhouse to Mavali Road, Modi Batheda to Kurabad, Rawatbhata to Kota Road, Pratapgarh to Neemuch border, the people, certainly remember you. Expressway is passing through the Pratapgarh now. Pratapgarh district in my Parliamentary Constituency is a tribal dominated district. A

National Highway is 50 kilometers away from Pratagarh. Also, there is no railway line. For the first time after independence, a new railway line has been approved in the district, it will pass through a small town of Pratapgarh,. Even today, there is no railway in the district headquarters. If Pratapgarh gets connected to that expressway under this project, then definitely the development of that area will get a big boost. I would like to make one more request to the Hon. Minister.

An approval has been given for a National Highway from Charbhuj, Kumbhalgarh, Haldighati to Nathdwara. We demanded for the second phase to Nathdwara via Bhatevar-Mavli and it has been approved. If it is constructed soon then the people of that area will definitely be benefitted.

A large number of vehicles pass through Mangalwar to Nimbada section in Chittorgarh Parliamentary Constituency, even a traffic survey can ascertain it. The largest nuclear power plant of NPCL of the country is in Rawatbhata and I urge you that if a National Highway is built from Karoi-Kapasan to Banswara, Katunda to Rawatbhata from to Rawatbhata Kota in Bharatmala-2, the people of that area will be benefitted. ... (*Interruptions*)

[*English*]

HON. CHAIRPERSON: Hon. Member, please conclude now. There are still a lot of speakers from your party.

... (*Interruptions*)

[*Translation*]

SHRI C. P. JOSHI: I am concluding in one minute.

I will give you some points in writing. There are some places like Bala, Gangar, Rodji Kheda, Gadauli, Palkhed, Bairukheda etc., where, even today black spots exist, where accidents can happen and there is no way through for farmers to cross road. If underpasses are built there then definitely this area will be benefitted. What else should I demand from the Hon. Minister? Not only I, but other MPs also, whenever go to him, no one returns empty handed from his door. So, I conclude my

speech by expressing gratitude to you on behalf of the people of my constituency. Thank you very much.

SHRI NARENDRA KUMAR (JHUNJHUNU): Hon. Chairperson Sir, thank you very much. Sir, today, the Demands for grants from the Ministry of Road Transport and Highways have been appreciated by the members of all the parties. I express my gratitude to the Finance Minister Smt. Nirmala Sitharaman Ji for presenting the budget in coordination with the Honourable Minister Gadkari Ji and General V.K. Singh Ji under the leadership of the Honourable Prime Minister. I also express my gratitude to them for allocating the increased budget to the country on today's Demands for grants even after facing the most challenging period of Corona pandemic. It is indeed a very good budget. The work that could not be undertaken even since independence has been done in the last seven years, particularly in terms of creating the network of quality roads throughout the country. It has become an open secret now. A country can develop only when the basic civic amenities like, roads, water and electricity are available to the common people of the country. Today, the Prime Minister of our country has established himself as the most popular leader across the globe. This is because of his efforts to boost infrastructure and provide easy access to roads, electricity and water to every citizen in the country. I belong to Jhunjhunu district, a Parliamentary Constituency of Rajasthan. I would like to say that our Jhunjhunu district has contributed the highest number of soldiers. The district has witnessed the highest number of soldiers who gave their supreme sacrifice safeguarding the nation. This district is backward in terms of railways and roads. The reason for backwardness is not that no efforts have been made towards its development. There have been a lot of developments in Rajasthan, but this district falls on the border of Haryana and therefore, it needs more attention for its development. Jhunjhunu district can develop only by making more conscious efforts and running a district-specific programme for Jhunjhunu district. There are some cities like, Churu and a small town, Ringas near Jhunjhunu. When they as well

as the other neighbouring districts are developed, this will facilitate better connectivity as the people will have to pass through these neighboring districts either by road or by rail. Jhunjhunu district has not only the highest number of soldiers but also the highest number of traders. If the outside-traders are removed from the States of India today, the States will become trader-less because Jhunjhunu district of Shekhawati region has produced the highest number of traders. Jhunjhunu district is the district with the highest number of soldiers and martyrs. There is only one National Highway, namely, NH-11 which connects Jaisalmer, Bikaner, Fatehpur, Mandawa, Jhunjhunu, Narnaul and Rewari. This Highway has almost been completed. The four bypasses - Fatehpur Bypass, Mandawa Bypass, Jhunjhunu Bypass and Pilani Bypass of this Highway are to be constructed. Land has been acquired for them and compensation has also been given by the Government. The construction work of the bypass of Pilani has been sanctioned but the bypasses of Fatehpur, Mandawa and Jhunjhunu are yet to be sanctioned. When the budget is presented in April, the fund for these bypasses to be built on NH-11 should be sanctioned. The construction work of a new National Highway connecting Jalandhar, Bhadra, Rajgarh, Jhunjhunu, Udaipur, Ringas passing through Jaipur, Sikar and Bikaner should be approved. I want to make these two demands to the Honourable Minister because this is a district of soldiers. It should also be supported by everyone because the security of the country is the biggest issue which is being taken care of by the soldiers. Today, if you go through the record, you will find that the highest number of soldiers and martyrs of the country belong only to Jhunjhunu district. Jai Hind, Jai Bharat.

SHRI RAHUL KASWAN (CHURU): Hon. Chairperson Sir, through you, I would like to thank the Honourable Minister. ... (*Interruptions*)

[English]

HON. CHAIRPERSON: The Hon. Minister is here. Kindly raise only the matters related to your Constituency as the time is very short.

SHRI RAHUL KASWAN: Sir, I will try my best.

[Translation]

SHRI RAHUL KASWAN: Hon. Chairperson Sir, the Seven Engines of the PM Gati Shakti Programme were discussed in the main budget out of which the four main engines, roads, ports, waterways and logistics parks are covered under this Ministry. It is a very good budget for them. Hon. Minister Gadkari Ji is sitting here, the Highways that have been envisioned in the country by him is praiseworthy. He has also done a lot of work to live upto the dreams. Earlier, just 12 km of roads were constructed per day in the country, contrary to that roads at the rate of 36.5 km per day have been constructed last year. It is a historic and very tough work. I would like to thank Gadkari Sahab and the entire Ministry for doing this great job by achieving this tough target. Moreover, the work of constructing 25,000 km of roads has been started this year.

One important thing that I can observe is, the manuals of roads on the basis of which a road be it a road of National Highways, Pradhan Mantri Gramin Sadak Yojana or of the State Highways is designed, are prepared by the Indian Road Congress (IRC). I request the Hon. Minister to allocate budget for IRC as there is absolutely no budget provision for IRC. The entire budget of the Highway is about two lakh crore rupees. We have allocated less than 1.5 percent of the budget for R&D. It is very important to increase this budget because more than five lakh people are dying every year in the country. In my Parliamentary Constituency, there is a newly constructed National Highway-52 from Salasar to Nagaur where two dark spots have been identified several times. There is a flyover in Bobasar and the flyover lands in Kanota Village. It is very important to expand the blind spots and construct bypasses in the concerned areas. There has been very low investment on R&D and we will not be able to reduce the deaths on highways without increasing the investment on R&D. The Four-lane work of NH-52 in my Parliamentary

Constituency is due. I would like to bring to the notice of the Hon. Minister that this was India's one of the last BOT based road projects and the company which is the concessionaire now in that BOT has to complete the four-laning work. The biggest issue while completing the work of four-laning in my opinion will be the prevention of Road Traffic Accidents. We have conducted a survey with the team of PD of National Highway Authority, DTO and SP. We have identified the dark spots. The village is divided into two parts, on one side there is a school and on the other side there is a village or there are stations for the movement of people, means, they are situated at the opposite sides of the road so if you cross the road, your chances of an accident increases. ... (*Interruptions*) ... Sir, not even a minute is over yet.

HON. CHAIRPERSON: You have already taken three minutes.

SHRI RAHUL KASWAN: Sir, please give me another three minutes.

Hon. Chairperson Sir, I request you to construct a vehicle underpass in Dudhwa, Khara, Ramsara, Dhani – DS Pura, Dhadhar and Ladariya villages where NH-52 is going to be four-laned. I will submit a list of it through you. I would like to bring to your notice that it is very essential to construct underpasses there as many accidents are still taking place there which will further lead to many other problems. ... (*Interruptions*)

I would like to request the Government for CRIF funds. The budget of Rs.8910 crores which has been allocated to Rajasthan is insufficient as it is a very big state and will need more budget. You have constructed ROBs from CRIF funds. There is a requirement of an ROB in Poonia Colony over Sardarshahar to Bikaner Road and in Nahaur in Churu city . I would like to request the Government and the Hon. Minister to allocate separate funds for the said purposes also so that the said areas can develop.

Sir, my point is that we are going to construct 25,000 km of new roads, the Highway from Sarsa to Churu in my Constituency is approved in principle and its DPR has also been completed. This 145-km national highway is strategically

located. It will immensely benefit the local people if you make provision for this road in this budget (*Interruptions*)

HON. CHAIRPERSON: Please conclude.

SHRI RAHUL KASWAN : Sir, I have two more points.

Sir, about six thousand kilometers of roads have been constructed in the country under the planning of an economic corridor formulated by you. Work of a very large expressway directly connecting Bathinda – Ajmer Freight Corridor, has been pending for a long time. I hope that in this budget, Bathinda-Ajmer will be taken as an economic corridor.

Sir, in the end, I would like to suggest that it is for the first time that there has been talk of a Driving Test Training Centre. Please introduce the concept of *one district one Driving Training Centre* in the country. There are 45-50 vehicle manufacturing companies and it can be introduced in every district. Vehicle Driving Training Centre should also be set up in Churu. Thank you.

19.00hrs

SHRI GURJEET SINGH AUJLA (AMRITSAR): Hon'ble Chairperson Sir, through you, I would like to draw the attention of the Hon'ble Minister towards some problems of my Parliamentary Constituency.

You have constructed the Delhi-Amritsar-Katra Expressway but its compensation is not being paid properly. I would like to request that proper due compensation should be paid to the farmers. A panel should be in place to ensure payment of proper compensation as some of the farmers are getting more compensation than others. The Arbitration Centre should be in Amritsar while you have set it up at Jalandhar. Bharatmala is a very big project. The Amritsar to Shri

Hargovindpur is a big project. It will be difficult to go to Jalandhar for the Arbitrations being done there.

I would like to thank you for starting the construction of all the new bridges to rectify the black spots on the National Highway-44. Some of them are RE Panel bridges. I would suggest that they should be Pillar bridges. That area comes under corporation. There should be Pillar bridge in Golden in place of Guruji RE Panel bridge. Another bridge adjacent to Ranjeet Avenue, Loharka Road over bypass road should also have pillar bridge over it.

Through you, I would like to remind to the Hon'ble Minister that he had announced in the House last time that he is going to construct elevated road on Airport road. The approval of the same from the Ministry is still pending. Please approve it quickly so that work on it can be commenced.

The rain water sheds constructed along the roads do not function when drainage gets constructed. There is no provision of any recharge well or to pass the water ahead. It should be underground because when there is any traffic jam or any other problem, people can not pass through it. All the drainages have been constructed at ground level.

I had requested that there should be a six lane road from Golden Gate to India Gate via Amritsar and there should be arrangement of lighting on it. You had announced in the House that you were going to take it up but work has not yet started on it. I would like to request you to please pay attention towards the work of the Expressways, the work of Bharatmala project and the bypass in Amritsar to start the work at the earliest.

I know that there are some problems regarding land acquisition. The problem in it is only that of the compensation to the farmers. The compensation may be rectified. I will be highly grateful to you for this.

You have given approval for the Amritsar Expressway and I am hopeful that you will get the work on the elevated road started at the earliest.

Thank you.

[English]

HON. CHAIRPERSON: Hon. Members, if the House agrees, we will extend the time of the House for another half-an-hour to complete the discussion.

SEVERAL HON. MEMBERS: Yes, Sir.

[Translation]

SHRI NAYAB SINGH SAINI (KURUKSHETRA): Hon'ble Chairperson Sir, I am highly thankful to you for providing me an opportunity to speak in support of the Demand for Grants pertaining to the Ministry of Road Transport and Highways for the year 2022-23.

I have noted that between 2009 and 2014, on an average, 4,918 km of National Highways were constructed at a speed of 13 km per day. But, this average rose to 8,993 km of Highways constructed between 2014 and 2021. The rate of highway construction rose to 25 kms per day.

I would like to thank the Hon'ble Prime Minister and Hon'ble Shri Nitin Gadkari Ji, who have revolutionised the road construction sector. The whole world came under the grip of Corona and the pace of development slowed down but in India this pace did not slow down. Shri Nitin Gadkari ji had set a target of constructing 11,000 kms of Highways in the year 2020-21, while 13,327 kms of Highways were constructed during Corona period. For the first time, there has been an increase of 37 percent. During Corona period, when the pace of whole world had come to stand still, the pace of road construction in India increased during that time.

Through you, I would like to draw the attention of the Hon'ble Minister to some of the demands pertaining to Parliamentary Constituency Kurukshetra. The Hon'ble Minister is very affectionate towards Kurukshetra. He has even stayed also for a month in Ladwa under my Lok Sabha Constituency. He is aware of the problems there. I would like to mention that Kurukshetra is a religious city of Mahabharat era. Festivals like the fair on the occasion of Solar Eclipse and

International Gita Jayanti are celebrated there and millions of people visit there on these occasions.

I had apprised the Hon'ble Minister earlier also that there is only one road in Kurukshetra city and all the traffic passes through that road because all the traffic towards Rajasthan and Punjab take that route. There is heavy traffic on that road. So, I would request for a bypass to be constructed in Kurukshetra so that people can get rid of that crowd.

I would like to put across one more demand to the Hon'ble Minister. Pehowa is a religious city in Kurukshetra where Saraswati Mahotsava is celebrated. ...

(Interruptions)

[English]

HON. CHAIRPERSON: Please conclude.

[Translation]

SHRI NAYAB SINGH SAINI (KURUKSHETRA): Hon'ble Chairperson Sir, kindly allow me two more minutes. My demands are very important. ...

(Interruptions)

[English]

HON. CHAIRPERSON: No, you only have one minute.

... *(Interruptions)*

SHRI NAYAB SINGH SAINI: Thousands of people come to visit there. I place the demand of four laning of road from Pehowa up to Yamunanagar before the Hon'ble Minister. Two sugar mills, seven Anaj Mandis, five vegetable markets and the biggest timber market of Haryana lie along that road. Due to this, there is heavy load of traffic there. Four laning of that road will lead to great convenience. I had submitted a letter to the Hon'ble Minister in this regard.

HON. CHAIRPERSON: Now, please be seated.

... *(Interruptions)*

SHRI NAYAB SINGH SAINI: It should be made as a four lane road by including it in the National Highway through that. ... *(Interruptions)*

[English]

HON. CHAIRPERSON: Nothing will go on record.

... (*Interruptions*) ... *

HON. CHAIRPERSON: Hon. Member, please sit down.

... (*Interruptions*)

HON. CHAIRPERSON: Now, Dr. Nishikant Dubey ji.

... (*Interruptions*)

DR. NISHIKANT DUBEY (GODDA): Hon'ble Chairperson Sir, through you, I would like to congratulate and thank Hon'ble Gadkari ji and Hon'ble VK Singh ji for the work being done by them on behalf of this House under the guidance of the Hon'ble Prime Minister.

I have been listening to the discussion continuously for the last two days. The political parties debated in the election campaign whether development has taken place or not, whether the Prime Minister is doing development but in this discussion during the last two days, the whole country definitely experienced that development has taken place. There is not a single Member of Parliament who did not talk about development, who did not praise the Hon'ble Prime Minister or Nitin Gadkari ji. This shows that all the political parties including opposition parties also realize that the development has taken place in the last seven years under the leadership of the Hon'ble Prime Minister that did not happen in 70 years. ... (*Interruptions*)

Hon'ble Chairperson Sir, the State from which I hail, has a problem. Hon'ble Prime Minister spoke about the 'Look East' policy. Hon'ble Minister is sitting here, who is knowledgeable and holds in depth understanding. Bihar, Jharkhand, Madhya Pradesh, Chhattisgarh, West Bengal and Odisha – all these States have remained backward. We used to listen to stories in childhood and read in the books that India

* Not recorded.

is a rich country but Indians are poor. Similarly, we are rich as Jharkhand, Chhattisgarh and Odisha have mines and minerals but why did we remain poor despite all this? We remained poor because we did not get roads and ports in the last 60 to 65 years. Kolkata Port has finished. If there is development anywhere in the world, it is in Singapore, Britain, America and China because Ports and Roads have made a huge contribution there, whereas we were deprived of these things. We had Mines and minerals resources but we did not develop. This is the reason why North East region is not developed. Until Eastern and North East regions are developed, this country cannot develop.

Today the current account deficit is increasing. China is trying to control the whole world market. Which market does India have? India has the market of South East Asia. How can India do business with Burma, Singapore, Thailand, Cambodia, Philippines and Japan? It is not that the Indian Government has not thought about it. I would like to tell two-three things only and would like protection from the Hon'ble Minister.

Hon'ble Chairperson Sir, our independence in the year 1947 coincided with the independence of Burma in 1948. In the year 1950-51, Nehru ji signed an agreement to extend the road infrastructure to South East Asia. We can see how Congress party makes a commitment and then it withdraws from that commitment. This matter was never put into discussion after the year 1950 till the year 2002. In the year 2002, when Hon'ble Vajpayee ji's Government was formed, a decision was taken to build a trilateral road under the trilateral agreement. That road will connect India, Burma and Thailand. It was renegotiated by the Government in the year 2008 but nothing was done till the year 2014. Through you, I would like to congratulate Hon'ble Gadkari ji that work is now being done on that road under the leadership of Hon'ble Prime Minister. Stilwell Road is a very important issue. We would not expect honesty from China due to deteriorating relations with it. If we want to reach the market of South East Asia through Stilwell Road than its completion is necessary, which was conceived by US in the year 1942 for World War II and even

today that road is incomplete. If that road is not built, we cannot reach the whole of South East Asia. We can neither go to Singapore nor Cambodia whereas these countries are our market. China is knowingly or unknowingly trying to block our market in our neighborhood. I would like to ask the Government, through you, whether we cannot proceed into the matter of Stilwell Road. The road starts from Ledo, Assam and goes to the city of Yunnanyi, China through Burma and its connecting road connects to Cambodia and Singapore. Whether the Government of India is worried about the progress of that road and if it is, then whether we can't capture the market of South East Asia.

Today, the problem is that we have to maintain good relations with our neighbours. China is also trying to exert its influence on Nepal. The work was done in the Congress Government because the British had provided a very good agreement keeping in mind the idea of a buffer State. Nepal, Bhutan and Tibet were also buffer States. Today you can abuse Russia as much as you want but being a Member of Parliament and not expressing the vision of the party, I am personally saying that if... * then they have done right. ...* So because of this Russia has seen the plight of India as Congress gave Tibet. Today China has reached up to our border. We are always apprehensive about competing with China and use our resources, That's why...* If we want to make relation with common people, if we want to make relation with Nepal, then can't we increase our connectivity with Nepal. If it is to be increased then what is the environment that has to be created for it? You talk about Buddhist circuit and Jain circuit.

I want to tell you that the irony is that Lama Sect was established in the country. I said that day that Vikramshila University is here and Mr. Atish Dipankar established Lama University. Vikramshila University is the biggest centre of Buddhists. Hon'ble Minister Sir, Vikramshila University has not been included in

* Expunged as ordered by the Chair

the Buddhist circuit till date. Hon'ble Sunil Singh ji is sitting here, if you go from Sarnath then after Sarnath, Buddha came to Itkhor and after Itkhor he went to a place called Badhariya in Banka and after that he went to Vikramshila. If you see from Vikramshila, by connecting Nepal and Cambodia with Buddhism together, we can make a big tourism centre.

Similarly, if we talk about Jainism then Jainism should also have a circuit. We have Parasnath and Bhagalpur has Champapuri. I urge through you that the distance between Bateshwar and Nepal is very short and Vikramshila University is also situated there, which has been a big centre of Buddhism. We share borders with Nepal and Bangladesh. It would be great if the plane lands there on the National Highways that are being built here. I believe that to reach the market of South East Asia, we should realize the vision of Stilwell Road.

Sir, I support this budget and congratulate and wish you the best under the leadership of Hon'ble Prime Minister.

With these words I conclude. Jai Hind, Jai Bharat.

***DR. MANOJ RAJORIA (KARALI-DHAULPUR):** I present my views on the Demands for Grants of the Ministry of Road Transport and Highways for the year 2022-23.

The strong leadership of Shri Narendra Modiji's Government has strengthened India's economy as a whole and the economy being on track at present shows the strong shock-absorbing capacity of our country.

People associated with the Road Transport sector had many expectations including big announcements from the Budget 2022-23 and the Government has fulfilled these to a large extent. Under the leadership of Hon. Prime Minister, Hon.

The speech was laid on the Table.

Minister Shri Nitin Gadkari has laid a network of roads in the country. Today, many National Highways have been built by the Government in the country, through which the country has been connected from East to West and North to South.

The National Ropeway Development Program will be taken up in Public-Private Partnership (PPP) mode. Presenting the Budget 2022-23 in Parliament, Hon. Finance Minister Smt. Sitharaman announced that contracts will be awarded in 2022-23 for implementation of Multimodal Logistics Parks at four locations through PPP mode. Rs 20,000 crore will be raised through innovative methods of financing to supplement public resources. PM Gati Shakti Master Plan will be prepared for the expressway in 2022-23 to facilitate faster movement of people and goods. Modi ji's Government will expand the National Highways Network to 25,000 kilometers in 2022-23.

To connect the country through roads, PM Gati Shakti master plan is being prepared for expressway in the year 2022-23 so that there can be faster movement of people and goods.

Hon. Nitin Gadkari Ji has taken up the National Ropeway Development Program on PPP mode as the preferred ecologically sustainable alternative to traditional roads in difficult hilly areas. It's objective is to improve connectivity and convenience for travellers besides promoting tourism. Contracts for Eight ropeway projects of 60 km. length has been awarded in the financial year 2022-23.

I place the following demands related to the railways of my constituency before the Hon. Railway Minister:-

Work on the following 02 National Highways should be started as announced by Hon. Road and Transport Minister Shri Nitin Gadkari Ji in a huge public meeting held at Karauli district headquarters in October, 2016.

- The road connecting Firozpur Jhirka (Haryana), Pahadi-Nagar-Khedli, Mahua, Hindaun, Karauli, Mandrayal (Rajasthan) and Muhana Madhya Pradesh should be developed as a National Highway.

- Agra-Jagner-Basedi-Masalpur-Karauli-Kaila Devi-Sawai Madhopur should be developed as National Highways.

I request for the construction of the following important roads of Karauli-Dhaulpur Parliamentary Constituency from the Central Road Fund.

- Construction of 10.20 km road on the border of Dhaulpur district from Ekta Gram Panchayat of Basedi Panchayat Samiti of district Dhaulpur to Jagner town of Agra district of Uttar Pradesh at an estimated cost of Rs 4.50 crore.
- Construction of a bridge on the Parvati river between Mamodhan village of Basedi Panchayat Samiti of district Dholpur to Norha village of Badi Panchayat Samiti at an estimated cost of is Rs 6.77 crore.
- There is a need of major C.D. work on river Gambhir on 03 km. long road from Tigharia Gram Panchayat of Todabhim Panchayat Samiti of Karauli district to Devlen Mundiya via Pilwa. The estimated cost of the above work requires a budget of Rs 644.49 lakh.

[English]

***KUMARI RAMYA HARIDAS (ALATHUR):** I would like to point out that while the Govt. constructs National Highway, it should ensure construction of service road and approach roads also. In many places, even in my Constituency Mannuthy-Vadakkancherry highway, the company collects toll before completing road construction. Adequate fund should be allotted for that also.

In my Constituency, there are several major roads connecting to National Highways. The criteria of Central Government exclude these roads adopting to spend central fund on these roads. I request the Govt. should liberalize the criteria, especially in remote areas.

The Road Transport Department should allocate special schemes and funds for remote and hilly areas like Parambikulam and Nelliampathi area.

The speech was laid on the Table.

I request the Ministry and Government to discuss with common people before collecting toll. And toll rate should be moderate.

I humbly request to allocate more fund and road in my Constituency and adopt more roads in remote areas.

[Translation]

SHRI BALAK NATH (ALWAR): Thank you, Hon. Chairperson Sir. through you, I would like to congratulate the Hon. Prime Minister and the Minister of Road Transport and Highways, Shri Nitin Gadkari Ji. Before independence till date, there was only one traditional route to connect the cities of India but the Hon. Prime Minister, with his visionary thinking, has connected about 70-80 percent of cities of India under the Bharatmala project and keeping in view the needs of future India a new way has been paved to connect all our cities. Along with that, we all could see the atmosphere of happiness in the whole country through these roads. These roads have been constructed in the backward towns, villages and *Dhanis*. I, with confidence, can say that in the coming time, when these roads will be completed, those small towns, villages, *Dhanis*, within a few years, will prosper along with the progress of the country through these roads and development will be seen in these areas.

Sir, I congratulate the Hon. Minister for the same. The under construction expressway from Delhi to Mumbai will pass through Alwar. The Trans Haryana Road will connect Paniala Mod, which is towards Jaipur, to Trans Haryana, Jammu-Kashmir, Punjab and Himachal. I requested the Hon. Minister to connect these two roads and he accepted it instinctively and sanctioned a greenfield highway there. In the presence of Hon. Minister, I would like to state that I have repeatedly requested and he has also given assurance. Mundawar Tehsil remains backward in this era of development. Hon. Minister has assured me that the Tehsil will also be connected

with this road. Further, I would like to state that toll is collected from the public on old traditional roads but the toll companies don't provide all the facilities.

Sir, all of us come across a very important subject. The work of installing green belts in all the old roads is pending. You travel from Delhi to Jaipur, or to Kishangarh, which is the largest Highway number 48 of Jaipur. The highest number of vehicles passes through it. But nowhere the trees under the green belt across this entire Highway have been planted. Therefore, the Honourable Minister is requested to direct the toll companies to plant trees alongside the Highway and complete the work of green belt as soon as possible. At the same time, the drainage system that is constructed on the either sides of the Highway is also not useful for us. I would like to request the Honourable Minister to formulate such a plan in future so that the rain water carried by this drainage system can be collected by constructing ponds. For this, some subsidy should be given to the nearby landlords.

Sir, I have one more small demand. There is no arrangement to clear the carcasses of animals that die due to collision with vehicles on the roads. They start getting decomposed there, causing a foul smell. Passengers also meet with accidents while travelling on the roads while avoiding the carcass. I would like to put forth a few demands before the Honourable Minister for my constituency. The Bandikui Road which passes through Alwar connects Jaipur to Agra Road. It should be declared a National Highway. In addition to this, the road from Nangloi to Alwar should also be declared a National Highway. I congratulate the Honourable Minister for inaugurating four-five schemes in my constituency just a few days ago. Under this scheme, the construction of the road connecting Bhiwadi to National Highway NH-48 was inaugurated. I would like to thank and congratulate you for inaugurating the underpass overbridge near Dahmi. In this course, I believe that we will all get to see a new picture and new development of our country through these roads in the coming time. Thank you.

SMT. RANJEETA KOLI (BHARATPUR): Sir, Thank you for giving me the opportunity to speak on the Demands for Grants of the Ministry of National Highways, Road and Transport for the year 2022-23.

Sir, the strengthening of the economy of India as a whole and the current revival of this economy by the Government under the strong leadership of Honourable Narendra Modi ji shows the true resilience of our country.

Sir, the people associated with the road transport sector had many expectations from the Budget 2022-23, including big announcements which the Government has fulfilled to a greater extent. Honourable Minister Shri Nitin Gadkari ji has laid a network of roads in the country under the leadership of Honourable Prime Minister. I thank the Honourable Minister for this. I thank the Honourable Minister also for constructing many National Highways in the country through which the country has been connected by roads from east to west and north to south.

Sir, the National Ropeway Development Programme will be launched under the public-private partnership (PPP) mode. While presenting the Budget for the year 2022-23 in Parliament, the Honourable Finance Minister, Smt. Sitharaman announced that contracts would be awarded in the year 2022-23 for setting up of Multimodal Logistics Parks at four locations through PPP mode. Rs 20,000 crore will be raised through innovative methods of financing to supplement public resources. The PM Gati Shakti Master Plan for the Expressways will be prepared in the year 2022-23 to facilitate faster movement of people and goods. Modi ji's Government will expand the National Highway network to 25 thousand kilometers in the year 2022-23.

In order to connect the country through roads, PM Gati Shakti master plan is being formulated for Expressways in the year 2022-23 so that there can be faster movement of people and goods. There is an emphasis on increasing connectivity in addition to tourism.

The Honourable Minister Shri Nitin Gadkari Ji is starting the National Ropeway Development Programme under PPP mode as an ecologically safer

permanent alternative to the conventional roads constructed in the difficult terrains of the hilly areas which aims at improving the connectivity and transport facilities for the passengers apart from promoting tourism. Hon. Sitharaman Ji has awarded contracts of 60 Kms long eight ropeways in the financial year 2022-23.

HON. CHAIRPERSON : Please conclude now.

... (*Interruptions*)

SMT. RANJEETA KOLI: Sir, kindly allow me one more minute. I would like to put before the Minister some of the problems related to my Parliamentary Constituency, Bharatpur.

The works in progress under CRIF scheme in district Bharatpur.

1. Construction work for widening and strengthening of Kumher Sonkh road under CRIF scheme - The length for the said work is 12.00 km. An amount of Rs. 1754.00 lakh has been approved, in which a work order of Rs. 1310.15 lakhs has been issued to the contractors, wherein, the starting and ending dates of the work are fixed as 20.09.2021 and 19.09.2022 respectively, whose work is in progress.
2. Construction work for widening and strengthening Gulpada-Amruka-Jurehra road under CRIF scheme- The length for the said work is 17.30 km. An amount of Rs. 1664.00 lakh has been approved, in which work order of Rs. 1195.18 lakh has been issued to the contractors, wherein, the starting and ending dates of the work are fixed as 20.09.2021 and 19.09.2022 respectively, whose work is in progress.

Sir, I have only a small point left. I would like to request the Honourable Minister that if the following roads are constructed, my Lok Sabha Constituency will get transformed.

SHRI ABDUL KHALEQUE (BARPETA): Sir, thank you for giving me the opportunity to speak.

I would like to request the Minister that I had written a letter on 21st March, 2020 for constructing a new Highway from Kabaitari in Bongaigaon district to Goroimari Dolosal in Barpeta district, where it will further connect to Tarakandi, Moinbari, Mondia, Bohriwal etc. This will reduce the distance by 40 kilometers.

I would like to request the Honourable Minister Shri Gadkari ji to construct this new Highway. One portion of Assam's State Highway No. 2 which passes through Kalitakuchi, Barpeta and Howly has already been declared as National Highway, while the other portion from Barpeta to Jania, North Salmara and Bongaigaon should also be declared as National Highway.

Sir, there is an MMLP taking place in Assam. In the year 2020, the Hon. Minister had laid its foundation stone and its work was supposed to be completed within April 2022.

But so far, not more than 50 percent work has been done in any of the packages, like, package 1, package 2 and package 3. I would like to request the Hon. Minister to get this work finished at the earliest. I also request the Minister to ensure that the construction work of the airport which was supposed to be taking place in the multi-modal logistics hub should start soon, even if the Member does not go to the office.

In the year 2019, 1.5 lakh people died in road accidents. The Minister had constituted the District Road Safety Committee but sadly the meeting of that District Road Safety Committee was not held. I would not like to speak about other parts of India but in my constituency area, whether it is Barpeta district or Bongaigaon district, no meeting of the District Road Safety Committee held in the area. Another bridge should be built over the Brahmaputra. Bhorī where Shri Damodar Dev is in Satra, Bhorī and Kamrup should be connected to Santoli district. I would also like to request that there should be a bridge over Jaljali river. This is my humble submission. Thank you.

[English]

SHRIMATI VANGA GEETHA VISWANATH (KAKINADA): Sir, ...
(Interruptions)

SEVERAL HON. MEMBERS : Sir, there is no translation taking place. ...
(Interruptions)

HON. CHAIRPERSON : Is translation not there?
... (Interruptions)

SHRIMATI VANGA GEETHA VISWANATH : Sir, I have already given the notice in advance. ... (Interruptions)

HON. CHAIRPERSON: Now, you can sit. I will call you later.

SHRIMATI VANGA GEETHA VISWANATH: Okay, no problem. Otherwise, I will speak in English. ... (Interruptions) I am ready to speak in English also. ...
(Interruptions)

HON. CHAIRPERSON: Kindly be seated. I will call you later.
... (Interruptions)

HON. CHAIRPERSON: The next speaker is Dr. Beesetti Venkata Satyavathi.
... (Interruptions)

DR. BEESETTI VENKATA SATYAVATHI (ANAKAPALLE): Thank you, Chairperson, Sir. ... (Interruptions)

19.26 hrs (Hon. Speaker *in the Chair*)

Thank you, Speaker, Sir, for giving me the opportunity. At the outset, I would like to thank the hon. Minister, Shri Nitin Gadkari ji for two things. The first is for laying the foundation stone for 51 National Highway projects, and the second one is for announcing to spend Rs. 3 lakh crore for road infrastructure in Andhra Pradesh during his visit in February, 2022. Thank you very much, Sir. Through Speaker, Sir, I congratulate the Minister and the Ministry for these sanctions.

HON. SPEAKER: Thank you.

DR. BEESETTI VENKATA SATYAVATHI : Hon. Speaker, Sir, we all know that road connectivity in the coastal area, especially Sagar Mala Project will boost

tourism, create employment opportunities for urban and rural youth, and play a pivotal role in bringing prosperity to the people of Andhra Pradesh.

Coming to my Constituency in Andhra Pradesh, as you know the Anakapalle-Anandapuram road is a six-lane road sanctioned almost four years back. I would request the Minister to expedite this work at the earliest and to include a small connecting road to Sheela Nagar and Port-road so that connectivity to the Vishakhapatnam city will be there. A helipad is also to be constructed so that air lifting will be easier in case of accidents. This is included in the design, but the Airport Authority has not yet given any permission for it.

Through you, Speaker, Sir, my request to the hon. Minister is to sanction three trauma care centres because they are very adjacent to the National Highway 16, namely, at Anakapalle District Hospital, CHC Yelamanchili and CHC Nakkapalle. These are very much needed because so many accidents are taking place there. There are two black spot areas in my Constituency, namely, at Thottada Junction and at Purushottampuram. Please construct two road underpasses immediately in these two areas.

Our hon. Chief Minister, Shri Y. S. Jagan Mohan Reddy Garu also addressed in his speech during your recent visit to Vijayawada about converting the State Highway in my Parliamentary Constituency from Sabbavaram *via* Venkannapalam and Narsipatnam to Tuni because it connects three districts, namely, Vizianagaram, Vishakhapatnam and East Godavari. ... (*Interruptions*)

Nitin Gadkari *ji* has announced at Vijayawada that he will sanction multi-model logistics parks for Andhra Pradesh. I have already spoken in this august House for setting up a multi-model logistics park in Atchutapuram, which is a SEZ in my parliamentary constituency. I thank the hon. Chief Minister of Andhra Pradesh, and I also believe that the Centre and the State should truly be a double-engine; both playing a dual role in improving the infrastructure which would hugely benefit the public at large.

Thank you very much, Sir.

[Translation]

SHRI S. MUNISWAMY (KOLAR): Hon. Speaker Sir, I thank you for giving me the opportunity to speak on the Demand for Grants of the Ministry of Road Transport and Highways. I've been seeing since three years. I would like to thank our Prime Minister for giving the responsibility of road and transport to an excellent Minister. When we start talking, Adhir Ranjan ji gets up and sits ten times. I have been listening since two days, the whole country thanks Nitin Gadkari ji for his work.

It is very good to have such a Minister in this Ministry. Whenever we the newly elected MPs, irrespective of party, approach him for any work, no one gets disappointed. Everyone gets their work done. Road construction work is being done rapidly in this country. Along with this, in my constituency NH-75 which is the route to Tirupati-Tirumala was already four lane but Hon'ble Minister has given orders in Mangalore to convert it to the six lane. If we quickly start preparing the DPR for it then the people of Kolar will be greatly benefited.

Similarly, the work of Chennai Express Corridor is going rapidly in our Kolar district. In order to expedite the work, the project directors who are there have more projects, so it would be great to have other officers to work on the Chennai project.

The unemployed and handicapped people from each district should be given at least three-four acres of land next to the road to run their shop, they will get employment like this and would be able to run their houses as well. I have requested the Hon'ble Minister for this. Hon'ble Minister is doing a very good job, for this I congratulate him a lot. Thank you.

[English]

SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR): Sir, I rise to dwell on the Demand for Grant under the Ministry of Road Transport & Highways for 2022-23. At the outset, I must eulogise our Minister of State, former Army Chief,

Gen. V.K. Singh *ji* because I have been observing since the beginning of the debate that he has been displaying inexhaustible patience while lending his ears and for listening with rapt attention. So, I must appreciate him, along with Gadkari *ji*.

[Translation]

Sir, I feel very sad that when road transport is being discussed in this House, one of our knowledgeable and senior leader and our MP Shri Dubey Ji diverted the issue and started talking about Ukraine and in Ukraine supported ...* and they are saying that *. I want to ask whether this is the attitude of the Government because we know that our country talks about 'Vasudhaiva Kutumbhakam'.... *(Interruptions)** If we advocate this in the House, * should also be advocated and the encroachment of Ladakh should also be acknowledged. The encroachment of Arunachal should be accepted. ...*(Interruptions)* I want to ask the Government what is happening in this House. ...*(Interruptions)*

Sir, I want to ask the Government if the Government supports the attack on Ukraine?... *(Interruptions)*

HON. SPEAKER: Please stick to the subject.

SHRI ADHIR RANJAN CHOWDHURY: Sir, lakhs of people are migrating....*(Interruptions)* Ukraine is being destroyed....*(Interruptions)*

HON. SPEAKER: You may please speak on the topic.

No, this will not go on record.

... *(Interruptions)* ...*

HON. SPEAKER: The speeches of both of you will not go on record.

... *(Interruptions)* ...*

HON. SPEAKER: Adhir Ranjan *ji*, you please stick to the topic.

[†] Expunged as ordered by the Chair.

* Not recorded.

... (*Interruptions*)

SHRI ADHIR RANJAN CHOWDHURY: Sir, this topic came while our discussion was on so I said it. ... (*Interruptions*)

Sir, I would like this to get expunged because he said that and so I replied to it. ... (*Interruptions*)

HON. SPEAKER: All the Hon'ble Members, please stick to the subject matter, please do not digress.

... (*Interruptions*)

[*English*]

SHRI ADHIR RANJAN CHOWDHURY: In the financial year 2022-23, Rs. 1.99 lakh crore has been allocated for this Ministry out of which, this year, unlike BE of 2021-22 and RE of 2021-22, there is no provision for IEBR. It has been stated that the Ministry of Road Transport and Highways is targeting to spend Rs. 2,42,020 crore on National Highways in the financial year 2022-23 comprising Rs. 1,87,020 crore budgetary outlay, Rs. 1 lakh crore from IEBR, Rs. 10,000 crore from other sources, Rs. 15,000 from SPV and Rs. 30,000 crore through private investment.

[Translation]

Sir, I don't know why they don't need internal and external budgetary resources but it is clear that this Government wants to do all the development only during budgetary support because private investment has been kept only 30,000 whereas the observation of the Kelkar Committee is that a long term policy should be adopted in our country so that private investment increases. Private investment does not take place because its gestation period is very long. Due to the regulatory framework, the bargaining powers of the private investors are not that strong and there are many other problems, so private investment does not take place in this sector. We know that our stalwart leader Nitin Gadkari ji will definitely think about this issue.

Sir, we know that in our country 90% passengers and 69% freight use the road for the transportation.

Sir, I would like to raise some more small issues. *[English]* According to NCRB report on Accidental Deaths and Suicides in India, 2020, traffic accidents in the country stand at 3,68,828 in 2020. These traffic accidents resulted in injuries to 3,36,248 persons and 1,46,354 deaths during 2020. *[Translation]* This is untenable. This means that 35 such accidents take place every hour and one person dies every four minutes in our country. This is quite untenable so that this type of incident does not happen, that is why we had signed the 'Brasilia Declaration'. According to the 'Brasilia Declaration', the deaths due to road accidents in our country should have been halved, in which we have failed. The Government should tell us what we should do for this because we don't respond in the minimum response time required

to save someone's life. This is called 'Golden Hour'. Could the Hon'ble Minister please tell us that on our National Highways and on the other roads which are being made, how many trauma centres are being built? If they do not make trauma centres then we will not get enough time to save the accident victims in the golden hour.

That's why we see that the loss of our GDP due to this in our country is 7.5 percent which means we lose more than Rs 12 lakh crore of GDP because of the fault in the roads in our country. We are not able to rectify the mistake that is there.

Sir, we have to see one more thing. Maximum number of poor people die in this. 66% of the accidents on the road take place in rural areas. If the person employed in the poor family dies in an accident then who will take care of them and who will save them?

Sir, drawing the attention of the Government, I would like to say that the problem in our country is that after a few years of independence in the year 1951, the length of all the roads in our country was 0.3 million, now it has become 300 million. Oh sorry, this is the number of cars. In 1951 it was 0.3 million which has now increased to 300 million. Now according to the year 2019, it has increased even more. In the year 1951, the length of the road in our country was 40,000 km. Now it has increased to more than 63 lakh kilometers. The length of the road in comparison to our population is low, means we have not been able to build roads as the population has increased. Still 55% of our roads are two-lane, 24% are four-lane. This means that we still have a long way to go. It is easy to clap but we have to understand the reality.

Sir, our National Highway's share is 2.03 percent in the total road network. Out of that, there is 35.7 percent death in our country. In this, the share of state road is 3.01 percent but death in it is 24.8 percent.

Traffic congestion is another problem in our country. I will speak of traffic congestion only in four cities. These are Delhi, Mumbai, Bengaluru and Kolkata.

Loss of Rs 1,47,000 crores is suffered every year due to traffic congestion alone in these four cities. So, we will have to give a thought in view of all these things.

Hon'ble Minister is well aware that there is one more problem in our country. That problem is that the projects get delayed. You take up all sorts of tasks. I do not believe that you do not take up tasks. But, there is delay in completion of that task. Due to this delay, fuel consumption of our vehicles which are in warranty period, increases and accidents also increase. So, we need to pay some attention towards this.

Sir, I would like to say one more thing. Just now, our friends from North-East was giving his speech in the House. I would like to bring in their attention that the Dhola-Sadiya bridge over Lohit river is the longest bridge in Assam. Its construction was started during the tenure of UPA. I do not intend to say that nothing has been done. But, I would like to say that this is a continuous process. The Zoji La pass road and the bi-directional tunnel constructed along the Zoji La road was approved during the tenure of our UPA Government. I just want to say that it is a continuous process. Whether it is UPA Government or NDA Government is a separate matter. But saying that UPA didn't do anything and the NDA is carrying out all work will be sycophancy beyond need and nothing else.

Sir, I am compelled to say that *[English]* in the ongoing financial year, 2021-22, despite having spent about 77.8 per cent of the allocation made to it at the RE stage, till January, 2022 the Ministry has managed to achieve only about 56 per cent of its targeted award and construction targets. *[Translation]* It means, they fail to achieve the target set by them. Today, I am saying that, for the current fiscal year they have failed to achieve the target set. They do explain it. There is some gap between the target set and achievement made during the current year. You will certainly agree to it. *[English]* The Government is talking of holistic development of the North-Eastern States and that North-Eastern States are also experiencing double-engine growth. India today holds the record of fastest road construction. Then what

are the reasons for delay in the Special Accelerated Road Development Programme for the North-Eastern area and Arunachal Pradesh?

I am saying so because Chinese aggression in Arunachal is on the rise these days. In view of the same, I would like to advise the Government that there should not be shortfall of anything in the North-Eastern region.

One more issue is that there are repeated talks that you appoint Concessionaire and also Consultants. But an unholy nexus gets formed among the department, Concessionaire and the Consultant. We have to suffer heavy losses due to this. Undue benefits are extended. It is not me who is saying all this but it is mentioned in the observations submitted by the C&AG. You might have gone through the observations of the C&AG.

I would like to put forward one more thing. You mentioned in the current budget that *[English]* with regard to the proposed expansion in the national highway network by 25,000 kilometres, I must share that the construction pace will have to be increased from the present 36.5 kilometres per day to about 68 kilometres per day. *[Translation]* They will have to construct 68 kms of roads per day to achieve the target set by them, else they will not be able to achieve the target of 25,000 kms. *[English]* This is 87 per cent higher than the pace in 2020-21, which seems to be a humongous and unrealistic task as per the track record of the Government. We should keep in mind that increasing the pace of construction of new highways should not be the sole focus of the Ministry. Quality of roads is equally important. *[Translation]* Several Members, particularly from the Treasury Benches, have told that there is lack of quality of roads in our country. You might be aware that Germany is known for good quality of roads and Norway is famous for the safest roads.

[English]

Hon. Speaker, Sir, this Government is always keen on comparing the UPA Government and the NDA Government. I am very astonished to find that since 2014-15, the highway developer's debt -- NHAI -- has increased around fourteen

times from Rs. 24,188 crore to around Rs. 3,40,000 crore at the end of January, 2022, which is a cause of grave concern for NHAI. *[Translation]* It is being told that they have constructed so much length of roads and that there has been so much of development during this tenure but the mystery behind this should also be made public.

[English]

The Government always claims that it has increased such and such number of kilometres of National Highways. I would like to share here that after the NDA Government came to power in 2014, the Ministry of Road Transport and Highways approved approximately 72,000 kilometres of State roads to be declared as National Highways. Of these, 49,087 kilometres of State roads, including State highways, have been notified as National Highways since 2014-15. *[Translation]* What do you feel? There is definitely something fishy.

Hon'ble Minister should share it with the House. Leave us aside. You know that we also have a Standing Committee on Road Transport. The Standing Committee functions with consensus. What was the observation of the Standing Committee? *[English]* The Standing Committee noted that the amount of funds released to NHAI has almost tripled since the financial year 2016-17, while the length constructed by the NHAI has increased by only about 63 per cent during the same time. *[Translation]* You can have a look on it. This is the report of the Standing Committee. This is not my personal opinion. All Members of the Standing Committee agree on it with consensus.

Vacancies in NHAI is another matter of concern. When there are no officers, how can the roads be constructed? As of now, 61 percent posts are lying vacant in NHAI. How much shortfall is there compared to the sanctioned strength? A total 61 percent posts of officers are lying vacant and the allocation in it is Rs. 1,34,015 crores. What is happening there?

Phase-I of the Bharatmala Project is being talked. *[English]* The Committee is deeply concerned to note that though the original timeline for Bharatmala Phase-I

targeted its completion by 2021-22, only 20,632 kilometres – which means 59.28 per cent – has been awarded; while only 7,375 kilometres – which means 21.19 per cent – has been constructed by December, 2022 out of the overall target of 34,800 kilometres.

“...This has led to the targeted timeline for completion now being estimated at Financial Year 2027 while the estimated cost of BMP Phase-I has almost doubled”. *[Translation]* See it. The cost escalates. What does cost overrun mean? The cost overrun of the Bharatmala Phase-I project have risen to Rs. 10.60 lakh crores from Rs. 5.35 lakh crores i.e. doubles. The time and cost get doubled in the era of double engine.

Hon'ble Minister may please see to it. Another issue is that of maintenance. I have said one thing i.e. timely response. There is no mobile network, no mobile network on the roads. Suppose, there is an accident somewhere on the road, shall you be able to access the mobile network? You can travel to any side. There is no mobile network up to long distance. Would he take trouble to check the places where mobile network is available? There is no trauma centre, no mobile network and no hospitals if there is an accident then how are you going to save the victims?

Why only 1.24% of the budget is given for maintenance purpose? More money should be given for maintenance in our country. You should pay more attention to the subject of maintenance. C&AG has mentioned all these things in its report including lack of Signage.

I want to appeal to the Government that speed is a necessity but along with the need for speed, we also have to keep in mind saving lives. I also agree that there is a need to educate road users in our country. I also agree that you are short of construction material. I would like to give you advice that you should use industrial and municipal waste which is available in the open market.

Hon'ble Dubey ji has raised the issue of Stilwell Road, Myanmar. I want to raise one more thing on the same line. Hon'ble Prime Minister knows it. In the year 2020, a virtual meeting was held with the Government of Bangladesh in which this

issue was taken up at item number 25. *[English]* Bangladesh Prime Minister expressed keen interest in the ongoing India Myanmar Thailand trilateral highway project and sought support of India for enabling Bangladesh to connect with this project with a view to enhance connectivity between the regions of South and South East Asia. In the same spirit, the Indian side requested Bangladesh to allow connectivity from West Bengal (Hilli) to Meghalaya (Mahendraganj) via Bangladesh. *[Translation]* Mahendraganj of Meghalaya should be connected with Balurghat National Highway after crossing Brahmaputra River through Gaibandha and Palashbari. This will create an important strategic road. Our former army chief has in-depth knowledge about strategy. Bhutan-Bangladesh-India-Nepal Motor Vehicle Agreement has been signed. It is not yet known whether Bhutan has ratified it or not but its status should also be known.

If you want to know what happened during the regime of which Government? I could provide those details. The village connectivity had increased seven times during the UPA Government. There was a ten-fold increase in investment in road construction in the rural areas. I do not want to argue here as to who did and who did not do the work. But the Hon'ble Minister himself knows that this is a continuous process. To recognize it as a continuous process, it is the responsibility of the present Government to take forward what the previous Government has done. 1,47,237 kilometres of roads were built by UPA-1 Government and 1,85,618 kilometres of roads were built by UPA-2 Government. Under NDA Government, 1,86,975 kilometres of roads were constructed between the year 2014-15 and 2017-18. That's why we should openly discuss it in a dispassionate manner. I would like to thank Hon'ble Gadkari Saheb and General Saheb. All of you definitely work hard together. We will also co-operate because the progress of the country is the progress of all. We don't want to talk in a narrow minded way. Thank you.

HON. SPEAKER: Neither your subject nor their subject has come on record.

... *(Interruptions)*

HON. SPEAKER: Have you spoken on foreign policy?

... *(Interruptions)*

DR. NISHIKANT DUBEY (GODDA): HON. Speaker Sir, it will run on the channel.

HON'BLE SPEAKER: Have you spoken on Foreign Policy? you have spoken on Demands for Grants, haven't you?

... *(Interruptions)*

DR. NISHIKANT DUBEY: HON. Speaker Sir, it has a lot of repercussion outside, it will run on channels. He has raised this issue. ... *(Interruptions)*

HON. SPEAKER: It will not go on record.

... *(Interruptions)*

DR. NISHIKANT DUBEY: HON. Speaker Sir, it is on record.

HON. SPEAKER: Whether the Speaker will decide or you will decide it. It will not go on record.

... *(Interruptions)*

DR. NISHIKANT DUBEY: HON. Speaker Sir, the video will play outside. ... *(Interruptions)*

HON. SPEAKER: It will not go on record.

... *(Interruptions)*

[English]

***SHRI DHANUSH M. KUMAR (TENKASI):** Recently our Finance Minister has presented the Union Budget for the year 2022-2023. The amount that is allotted for Tamil Nadu is very low. My Constituency is having a network of road and only mean of transport is local area. Our Finance Minister Should raise the amount sufficiently so that our Constituency area can progress with the growth of Tamil

Nadu and South India. I request to increase the allotted amount for my constituency. Thank you.

[Translation]

***SHRI PRADEEP KUMAR SINGH (ARARIA):** I would like to present my views regarding the Grant for Demand for the Ministry of Road Transport and Highway.

I would like to thank the creator of New India, Hon'ble Prime Minister Shri Narendra Modi, under whose able leadership, today India is making a distinct identity in the world. I would also like to thank Hon'ble Minister Shri Nitin Gadkari ji, under whose evolutionary thinking today all the States and districts of India are connected to each other.

I would like to draw the attention of the Government towards my Parliamentary Constituency where some roads need to be constructed in a new way. The widening and expanding the drains on both sides of the road from Araria Headquarters to Araria Zero Mile (NH-27 E) with about 3.5 km length is very important. The road connecting the population of lakhs from Araria Headquarters to Pachkauri Chowk via Madanpur to Thana Palasi PWD road with the length of about 24 kilometres also needs to be constructed in a new way .

The construction work also needs to be done as soon as possible on NH-27 E Bairagachi Mor via Tarabari, Kursakanta to Nepal border Kunwari PWD road, the length of which is about 40 kilometres. Similarly, roads of NH-27 E Jokihat Bhebra Chowk to Thana Palasi, Kaliaganj, Terhagachh to Fatehpur, Fatehpur to Nepal Border, NH-57 A (Forbesganj to Jogbani 4 lane road), from Bathnaha NH to Birpur NH and PWD road from Mithila Public School, Dome Road to Bengal Border via Kursakanta to Sikti Futani Chowk via Kaliyaganj via Jhala to Galgaliya also need to be constructed as soon as possible. Due to being adjacent to the Nepal border, all

these routes are very congested and busy in terms of traffic. Frequent accidents happen here due to the heavy traffic in these routes so there is a need to start the work of these highways at the earliest. In the end, I would like to draw the attention of the Hon'ble Minister towards a very important issue. The NH-57 connecting Muzaffarpur to Purnia is the main highway from Kishanganj to Siliguri, West Bengal via Araria and there is an urgent need to take concrete steps for its repairing and maintenance. Over bridge crosses NH-57 near Narpatganj railway station. An approach road has been made by NHAI to go to the West side (market) of this over bridge. But construction of approach road is essential to go to the East side, where two colleges are located and due to lack of approach road it is becoming accident-prone site. I will be very grateful if the Hon'ble Minister instructs the concerned authority to construct a service lane on NH-57, on the eastern side of ROB and in front of PG College, Narpatganj, Araria.

I also request to construct a Pedestrian Under Pass (PUP) near Narpatganj Market, Araria by converting it into Vehicular Under Pass (VUP) at the earliest.

Therefore, keeping in view the sentiments the people and public interest, the Hon'ble Minister is requested to issue orders to make DPRs of all these Highways as soon as possible so that the work on these Highways can be started at the earliest. For which I shall be very grateful to him.

[English]

***SHRIMATI VANGA GEETHA VISWANATH (KAKINADA):** I would like to appreciate dedication and sincerity of Ministry as well as Department Road Transport & Highways in respect of immediate response on my correspondence, prompt acknowledgment and timely replies.

I wish to convey my hearty gratitude to upgrade the following 3 State High Way roads into National High Way Roads under NH 516 F in my Constituency.

- Atchampeta Junction to Anchorage old Port Kakinada
- Vakalapudi Light house to Annavaram
- Samarlakota to Atchampeta

Please pass necessary instructions for early take up of ground work for the above 3 roads and also consider the following proposals pertaining to my Parliamentary constituency as well as my District in Andhra Pradesh.

Issue. No	Outline	Location	Brief Description
1.	“Conversion of some state roads into National Highways” under present programme of Central Govt which is highly useful for development	State Highway from Kakinada to Rajahmundry	It connect District Head Quarters at Kakinada and Vemagiri (N.H 216 A) at Rajahmundry with a length of 60.90 kms
		Connecting NH-216 to NH-16 between Kakinada to Jonnada	Starting from Kakinada on NH-216 and passing through Ramachandrapuram, Mandapeta, Alamuru and terminating at Jonnada on NH-16 with length of about 60 Km.

		Connecting NH-216 between Kakinada and Amalapuram	Starting from Kakinada and passing through Draksharamam, Kotipalli, Ainavilli and terminating at Amalapuram on NH-216. The approximate length of this road will be about 60 Km and this will also connect the very old pilgrim towns of Draksharamam and Ainavilli.
2.	Connection with NH 216 at Guranjanapalli with proposed 4 Line NHAI Project at Kakinada Anchorage Port	Connection between Kakinada Anchorage Port to NH 216 at Guranjanapalli	To reduce/diversion of agricultural and other goods vehicular traffic in the Kakinada Town from Yanam/ Konaseema

3.	Connect 3 Parliamentary constituencies in East Godavari District, AP with NH 216	Kakinada , Amalapuram & Rajahmundry Parliamentary Constituencies	Connect 3 Parliamentary constituencies in East Godavari District, AP with NH 216 as Port & Industry activities are high in Kakinada P.C, Aquaculture & Horticulture activities are high in Amalapuram P.C, Textiles, Crucible and business oriented activities are high in Rajahmundry P.C
4.	Expedite the process of construction of approach roads at so as to avoid road accidents.	Gavarayya Koneru Village of Chepuru Panchayat and Yerra Koneru Village of Tetaunta Panchayat, Tuni Mandal	PD, NHAI, Rajahmundry sent a report on 18.11.21 to RO, NHAI, Vijayawada with estimates of Rs.9.35 crores for calling bids for formation of service road at Chepuru and solar blinkers at Narasingapalli.

5.	<p>Expedite the process of arranging Vehicular under-pass or fly-over and lighting system at (13) junctions so as to prevent frequent road accidents at the said junctions</p>	<table border="1"> <thead> <tr> <th data-bbox="552 286 632 416">Sl. No</th> <th data-bbox="632 286 807 416">Chainage</th> <th data-bbox="807 286 1043 416">Location</th> </tr> </thead> <tbody> <tr> <td data-bbox="552 416 632 546">1.</td> <td data-bbox="632 416 807 546">CH-4+020</td> <td data-bbox="807 416 1043 546">Durgada Junction</td> </tr> <tr> <td data-bbox="552 546 632 676">2.</td> <td data-bbox="632 546 807 676">CH-6+380</td> <td data-bbox="807 546 1043 676">Chebrollu</td> </tr> <tr> <td data-bbox="552 676 632 806">3.</td> <td data-bbox="632 676 807 806">CH-9+380</td> <td data-bbox="807 676 1043 806">Chendurthi</td> </tr> <tr> <td data-bbox="552 806 632 936">4.</td> <td data-bbox="632 806 807 936">CH-9+827</td> <td data-bbox="807 806 1043 936">Tadiparthi</td> </tr> <tr> <td data-bbox="552 936 632 1066">5.</td> <td data-bbox="632 936 807 1066">CH-12+000</td> <td data-bbox="807 936 1043 1066">Tadiparthi</td> </tr> <tr> <td data-bbox="552 1066 632 1196">6.</td> <td data-bbox="632 1066 807 1196">CH-13+100</td> <td data-bbox="807 1066 1043 1196">B.Prathipadu</td> </tr> <tr> <td data-bbox="552 1196 632 1326">7.</td> <td data-bbox="632 1196 807 1326">CH-16+140</td> <td data-bbox="807 1196 1043 1326">Pithapuram Junc</td> </tr> <tr> <td data-bbox="552 1326 632 1456">8.</td> <td data-bbox="632 1326 807 1456">CH-17+280</td> <td data-bbox="807 1326 1043 1456">Raparthi</td> </tr> <tr> <td data-bbox="552 1456 632 1585">9.</td> <td data-bbox="632 1456 807 1585">CH-18+415</td> <td data-bbox="807 1456 1043 1585">Bheem Nagar</td> </tr> <tr> <td data-bbox="552 1585 632 1715">10.</td> <td data-bbox="632 1585 807 1715">CH-19+870</td> <td data-bbox="807 1585 1043 1715">Viravada</td> </tr> <tr> <td data-bbox="552 1715 632 1845">11.</td> <td data-bbox="632 1715 807 1845">CH-22+500</td> <td data-bbox="807 1715 1043 1845">Chitrada</td> </tr> <tr> <td data-bbox="552 1845 632 1975">12.</td> <td data-bbox="632 1845 807 1975">Ch-23+500</td> <td data-bbox="807 1845 1043 1975">Chitrada</td> </tr> <tr> <td data-bbox="552 1975 632 2096">13.</td> <td data-bbox="632 1975 807 2096">26+200</td> <td data-bbox="807 1975 1043 2096">Panduru</td> </tr> </tbody> </table>	Sl. No	Chainage	Location	1.	CH-4+020	Durgada Junction	2.	CH-6+380	Chebrollu	3.	CH-9+380	Chendurthi	4.	CH-9+827	Tadiparthi	5.	CH-12+000	Tadiparthi	6.	CH-13+100	B.Prathipadu	7.	CH-16+140	Pithapuram Junc	8.	CH-17+280	Raparthi	9.	CH-18+415	Bheem Nagar	10.	CH-19+870	Viravada	11.	CH-22+500	Chitrada	12.	Ch-23+500	Chitrada	13.	26+200	Panduru	<p>PD, NHAI, Rajahmundry sent a report on 07.12.21 to RO, NHAI, Vijayawada with estimates of Rs.8.26 crores for calling bids for providing highway lighting at 13 locations.</p>
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6.	Expedite the construction of PUP	Atchampeta – Gonchala Crossing	MoRT&H authorities recommended and processed for follow up action, so speed up for early construction
7.	Take up Service Road	Jagannadhapuram to Kovvuru Road	MoRT&H authorities recommended and processed for follow up action, so speed up for early process
8.	Re-examine the Service Roads proposals	<p>1) Ganganapalli at ROB –II</p> <p>2) Island portion between Cheediga and Kakinada (U)</p> <p>3) Service Road at Jagannadhapuram to Kovvuru Road</p>	<p>Local Morth authorities have examined these service roads but not considered. But, there is a huge demand from local public for providing service roads at these locations for transport of agricultural produce and other products.</p> <p>Hence, Pass necessary instructions to MORTH authorities to re-examine the said proposals on ground reality and local conditions.</p>

9.	“Rehabilitation and Upgradation of Thimmapuram-Gurajanapalli Section	“Rehabilitation and Upgradation of Thimmapuram-Gurajanapalli Section from Km 26+150 to Km 41+161 of NH-214 (New NH-216) to two lane with paved shoulders in A.P under NHDP IV on EPIC basis”	Road over bridges are constructed at all crossings except Chandrampalem-Perantalu Temple road where approaches are not provided as per the required gradient and accidents are occurring due to steep gradient. Cement concrete approach roads are provided for Kakinada – Rajanagaram, Pyna-Kakinada and KANF road upto right of way land acquired without joining the SH and proper drainage construction abruptly. Due to the above reasons the stretches of the SH underneath the above ROB’s became ponds as the rain water is stagnated and traffic jam and accidents are being occurred during rainy season.
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10.	Consider the development of the road from Vakalapudi to Onitimamidi junction CRIF Scheme	Vakalapudi – Edatam road (SH162) from km.2/240 to 43/0	Release an amount of Rs.70 Crores under Central Road and Infrastructure Fund (CRIF) Scheme for the benefit of people of East Godavari District, especially for fishermen & farmer community for transportation of agriculture, marine & aqua products.
11.	Junction improvement at Pada Gaya	At Paya Gaya Location between Kakinada to Kathipudi (NH 216)	There is a huge rush at this location as it is a national wide pilgrim place and there is a need of junction improvement.
12.	Late payment of Compensation towards Land Acquisition in Paderu in Araku Parliamentary Constituency	Paderu in Araku Parliamentary Constituency	There is a huge demand from Tribals in agency area for early payment of compensation towards land acquisition in Paderu. Tribals have been agitating for early payment of land compensation since land acquisition was completed.

13.	Accident Prone Areas	Jonnada highway connecting Centre, Ravulapalem 4 road Centre, Rajanagaram – Kakinada highway conn	Need to take necessary action in respect of Accident Prone Areas on National High Ways at certain highway connecting points
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14.	Maintenance in National Highways Roads	Across NH	<p>Day to Day Traffic in National High Ways is increasing and causing inconvenience in Public & Goods Transportation.</p> <p>Maintenance in National Highways Roads from time to time is essentially needed as it is not only saving the time of passengers and also minimise the accidents.</p> <p>For the year 2022-23, the Ministry has allocated Rs.2586 crore towards the maintenance of roads and high ways (including toll bridges), 7% lesser than revised expenditure on maintenance in 2021-22. In both 2018-19 and 2019-20, the actual expenditure on maintenance was less than 60% of the budget estimates.</p>
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15.	Trauma Care Centre	Jaggampeta	<p>Community Health Centre at Jaggampeta is situated abutting to National High Way No.16 & 216 and as a result many accidents & MLC cases are being registered. Moreover, this hospital is located at entry point of agency area and fulfils the medical needs of Jaggampeta A.C & agency mandals. Severe injury cases on NH are being referred to higher referral hospital i.e., Area Hospital, Tuni, District Hospital, Rajahmahendravaram & GGH, Kakinada which are far away of morethan 50 KMs and many deaths are being occurred while shifting the victims. Currently, 2 trauma care centres i.e., at District Hospital, RJY and Area Hospital, Tuni are only available in the district.</p>
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16.	Plantation	Plantation on both sides of NH Roads	Plantation will decrease the pollution. Currently planation is being done in the middle of NH Road. Consider to provide Plantation on both sides of NH Roads.
17.	Being a women, request you to take certain precautionary measures for Women Safety on NH	Across National High Way	<p>During the year 2020-21, 139 crores and in the year 2021-22, 100 crores were allocated for women safety but whereas 33% of budget only utilised under Nirbhaya Frame Work. But, This year budget estimates provides 20 crores only for scheme on women safety.</p> <p>Along with SoS system, take additional measures such as Road Safety Audits, Sign, Street Lights, Help line numbers on signs etc are to be provided for women safety on NH</p>

18.	Non-operation of Fast tag system at Toll gates on NH	Toll gate at Rajahmundry 4 th Bridge and other locations	<p>After introduction of Fast Tag system traffic is being reduced at Toll gates.</p> <p>But, due to very poor mechanical devices in recognising smart e-cards. As a result, still Fast Tag system is not in operational at some toll gates. Many representations are being received about non-functioning of Fast Tag System at Rajahmundry 4th Bridge and other locations.</p>
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***SHRI D.M. KATHIR ANAND (VELLORE):** In 2022-23, the Ministry of Road Transport & Highways has been allocated nearly Rs. 68,000 crore more than the revised expenditure in 2021-22. As of November 2021, NHAI's total debt stood at Rs. 3.38 lakh crore, which is nearly 150 per cent more than the allocation to NHAI in 2022-23.

In the ancient times, civilizations started and flourished on the banks of the rivers. Hence called River valley Civilizations. But in this modern era, civilizations start and flourish on both sides of the National Highways, Rail and Road Networks. Hence enhancing the road networks and connectivity and protecting the life and nature of the people is very important to have a flourishing economy.

The Golden Quadrilateral, the North-South, East -West corridor scheme was the brain child of our former Prime Minister, late Shri Atal Bihari Vajpayee ji. His dream project has been the single largest infrastructure intervention in the roadways sector and a path breaking project in the post-Independent India.

In the present fiscal, the Road Transport and Highways Ministry strives to reconstruct or construct 68.49 kms. of National Highways per day. The goal targeted by the Ministry is higher than the record development of 37 kms. daily during 2019-2020 period.

The Union Government has laid foundation for large investments in infrastructure to flow under public-private partnership. But roads and highways especially the National Highways depend mainly on the successful land acquisition by the state governments. The role of state governments is crucial for making the required land available. It is the key to implement the construction of roads. But it is really unfortunate that States are not been taken into confidence. Likewise, Several State-led projects were not supported by the Union Government.

The Hon'ble Finance Minister also announced the PM Gati Shakti Master Plan for infrastructure development and a master plan for expressways to boost economic growth for the next financial year.

Our Hon'ble Chief Minister of Tamil Nadu Thalapathy Thiru M.K. Stalin, has requested the Union Government for declaring eight State roads, viz., Tiruvannamalai-Kallakurichi, Vallior-Tiruchendur, Kollegal-Hanur-MM Hills Palar, Palani-Dharapuram, Arcot-Tindivanam, Mettupalayam-Bhavani, Avinashi-Mettupalayam and Bhavani-Karur, as National Highways. In-principle approval has been granted by the Road Transport & Highways Ministry. I urge the Union Government for the early approval of the same.

I wish to bring to the attention of the House regarding the incomplete four-way National Highway (NH-79) track between Ulundurpettai and Salem. This National Highway project, estimated at a cost of Rs. 941 crores, was started in the July, 2008 and was to be completed in September, 2013. But the work is still

incomplete. Due to the delay in completion of this NH-4, frequent accidents occur leading to loss of precious lives. So far 600 people lost their lives in the road accidents. The early completion of the National Highway will do a world of good for the people of this region.

One of the most unliked thing on National Highways are Toll gates. The Union Government is set to install six new toll gates in Tamil Nadu, two toll gates each on Vellore-Tiruvannamalai-Villupuram stretch (121 km) of NH-234 & Cuddalore Virudachalam-Salem section (92 km) of NH-532, Avinashi-Avinashi Palayam section (33 km) of NH-381 & Perambalur-Thanjavur section (66 km) of NH-226E to have one Gate each.

Increase of more toll gates will increase transportation costs, which will again affect the common man, causing hardship for local residents. NHAI has already hiked toll gate fee by four per cent to 21 per cent, which led to rise in prices of essential commodities. Besides essential commodities, toll fees also affect transportation of raw materials across the state.

Two flourishing business visible on the National Highways are 1. Toll gates which collect exorbitant toll fees and 2. The Petrol/Diesel outlets which burn the pockets of every commuter on road. That's why people have an apprehension that this Government is focused on income generation nothing else. It can be termed as the Government sponsored High way robbery. I have not seen a single person who do not have grudge against this high way robbery.

Having 32,87,263 square kms. area of the country, Indian Railway covers 67,956 square kms. area with track length of 99,230 kms. as on March, 2020.

The length of National Highways has grown up from 1,01,011 kms. in 2016 to 1,36,440 kms. in 2021 at an average of 7,086 kms. per year with 19.41 kms. per day construction rate.

Road transportation has gradually increased over the years with improvement in connectivity between cities, towns, and villages. Highway construction has increased at 17 per cent between 2016 and 2021.

Rs.15,000 crores were announced in the Union Budget 2021 under the Pradhan Mantri Gram Sadak Yojana (PMGSY) but still the states are waiting for the funds from the budget for the work which they have already completed.

According to a study conducted by a global consultancy firm in 2018, the peak hours traffic congestion in four major cities - Delhi, Mumbai, Bengaluru and Kolkata - costs the Indian economy around Rs.1.47 lakh crore annually. Just think of the humongous cost we lose if the peak hour congestion loss were calculated for the whole country. Nothing will solve this issue except the good well-constructed Road.

There is very little attention on road safety and land traffic laws are wilfully violated due to lack of proper observations.

Due to the lack of stability in policy-making relating to highway development in the country, long gestation period and low-returns, there are very hesitant participation of private sector in road development in India. It is just seven per cent of the total budget expenditure running into several lakh crores. The burden of loans goes well beyond 3.5 lakh crores for the NHAI. The lack of prudent planning and execution is the major reason for the cost escalation of road projects and thus the government bear the heavy burden of loans.

In spite of Government boosting its performance on construction of Highways, roads are still very bad and inadequate in India. There are 34 km. long roads per 100 sq. km area in India while in Japan 270 km. and in West Germany 167 km. long roads per 100 sq. km area. India has 11 km highways per one lakh population and 3.32 km. road per thousand population.

60 percent of villages still are without roads in India which adversely affects our agriculture and rural economy. Therefore, the Government should spend more on the development and construction of roads.

Another major problem is that roads are not maintained and repaired properly in India. Less than 0.1 per cent of the national income is spent on the maintenance of roads in India, while in Japan it is three percent of the national income. It causes discomfort and quick depreciation of vehicles.

India tops the world with 11 per cent of global deaths in road accidents with about 4.5 lakh road crashes per annum, in which 1.5 lakh people die which account for 11 per cent of all road crash deaths, witnessing 53 road crashes every hour; killing one person every four minutes.

The total vehicle production till December 2021 is estimated at 2,40,67,787 units, which is not even one per cent growth from the corresponding number in 2015-16 at 2,40,16,599 units. Two-wheeler sales data of the lower middle-class families for April-December, 2021, is just 10 million units which shows that this demand is at a decadal low in the country.

Road engineering and construction are yet to gear up to meet the challenges of the future like achieving the target of expanding the National Highway network by 25,000 km construction.

Before I conclude, I would like to emphasize that a modern nation is built upon a smart and efficient transportation system which requires efficient planning and effective implementation.

***SHRI KARADI SANGANNA AMARAPPA (KOPPAL):** I would like to express my views regarding demands on Road Transport and Highways. I support this demands by the Ministry. First of all, I would like to thank the Hon'ble Prime Minister & our respected Shri Nitin Gadkari ji & Shri V.K. Singh ji, I would like to congratulate Hon'ble Minister for achieving three world records for fastest road construction. Ministry's work achievement of 37km/day was remarkable as it was achieved despite constraints posed by the COVID-19 pandemic. It is to be noted that India has the second largest road network globally, there has been a consistent increase in the construction of national highways/roads since 2013-14, length of NHS has been increased from about 91,287 km as on 1st April 2014 to about 1,41,190 km as on date. Ministry's large focus on infrastructure development is going to help the country reach the dividends in the coming decades and highways will be expanded by 25,000 kilometres (km) during 2022-23FY. It is going remarkable again.

I would like to place on record that this is not only a National Highway, it is a future of our country & overall development of the most backward part of the country, which is having the generous scope of development in the field of tourism. Koppal is having UNESCO World Heritage Hampi, Lord Hanuman ji birth place Kishkinda, Koppol Mourya Fort, 5000-year-old Heritage caves and many tourism places. As well as toy cluster in 400 acre, 18 large, 6 medium and over 100 units of small scale industries, apart from about 150 rice mills operating in Koppal Constituency.

I would like to bring to the notice of Hon'ble Minister that the works under Importance and Inter State Connectivity were very important and useful in view of development of this Koppal constituency.

I would like to bring to your kind notice that Koppal Constituency has outgrown beyond the existing road at an alarming rate, the traffic on NH-150A Nargund to Sindhanur via WKustagi approx 160km distance and Gangavathi to

Raichur via Sindhanur approx. 140km distance and Koppal to Shiggaon via Mundaragi 130 km approx, is very high which results in heavy traffic congestion and poor riding quality.

Hence State highway to National Highway up-gradation is required for safe, smooth and congestion free movement of traffic. This road is helpful for tourists and mainly for transportation of agricultural product as well as commercial commodities. This road is also very important in view of Interstate connectivity to Andra Pradesh and Karnataka.

In NH-63 public is facing problem in road crossing, so there is a need for new under passes in (1) Kolar (2) Mangalapur (3) Muddaballi (4) Bahaddur Bandi (5) Kunikeri villages and Fly-over bridges in Talakal & Bannikoppa villages, it will be very useful for farmers, students and localities to cross the roads.

Between Koppal to Metgal a principal approved project is already announced under Bharatmala project by Ministry but still it's not started, in the same way Hospet to Sindhanur via Gangavathi was sanctioned under BRT Project but consultants have not submitted the DPR.

Another major bridge construction is required across Tungabhadra River connecting Ankola to Gooty NH67(old63) road via Katraki Gudlanoor to Seeganahalli NH 13 (New NH-50) Kudlige.

Ropeway project is required between, world famous, Kishkinda, Gangavathi to World heritage lord Shri Veerupaksha temple, Hampi, Vijayanagar Dist. Kishkinda is the birth place of lord Hanuman. For Hanumanji's darshan ladies & aged persons face difficulties in climbing the hill. So, I request New Electric ropeway project is very much required in lord Hanuman birth place Kishkinda, "Anjandri Hill" to Hampi, It will be useful to develop the tourism.

I request Road Transport & Highways Minister to do the needful at the earliest and help in overall develop of my Constituency.

[Translation]

***SHRI MALOOK NAGAR (BIJNOR):** The construction of roads is not completed on time because although the Land Acquisition Act, 2014 is good but the Government does not implement it properly.

Lord Shri Krishna also belongs to the country as Lord Shri Ram. He belongs to Hastinapur which is in history. The history of Hastinapur is the heritage of the country. A direct road (highway) should be built via Hastinapur from Delhi to Dehradun along the banks of Ganga ji. I have raised this issue in the Parliament about 10 times under various provisions.

The construction work of roads is stuck at many places across the country due to the amendment in the Land Acquisition Act, 2014. The construction work of roads may be expedited by providing compensation 4 times of their circle rate.

The necessary facilities like hotels/bathroom/rest rooms etc. should be provided at every 10-15 km. of distance on National Highways.

All the cities around Meerut including NCR etc. like Panipat, Sonipat, Gurgaon etc. should be connected.

[Translation]

HON. SPEAKER: The Hon. Minister will reply after the Question Hour on the Demands for Grants of the Ministry of Road Transport and Highways tomorrow.

HON. SPEAKER: Now, we will take up Zero Hour. Rajeev Ranjan Singh Ji.

SHRI RAJIV RANJAN SINGH ' LALAN', (MUNGHYR):Hon'ble Speaker Sir, I thank you for giving me this opportunity to speak.

Through you, I would like to draw the attention of the Government towards a very important issue. This issue is related to the employment and the problems of unemployed. It has been a long tradition in Railways to train apprentices and accommodate trained apprentices on the basis of railway skill test. But this tradition has stopped since many years. Zonal managers in different zones of the railway reinstate some trainees and lay off some trainees as per their wish. Today, there are lakhs of persons who are unemployed. In my constituency, about eight and a half thousand youths are skilled, trained and are on the streets looking for employment.

Through you, I urge the Union Government that Railways should prepare a policy at the central level and accommodate the trained apprentices in different railway zones on the basis of skill test and prepare a plan for their placement so that they could get employment. There are about 1.5 lakh vacancies and lakhs of people are unemployed.

I thank Sudip da for his suggestion.

[English]

SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR): Sir, my issue today is with regard to medical students from India who have been forced to leave Ukraine. I met the hon. Prime Minister at his office and submitted a memorandum in this regard. I would seek your permission to read a letter addressed to the hon. Prime Minister written by our hon. Chief Minister. It says:

“Respected Prime Minister, you are aware that due to certain war between Russia and Ukraine, a large number of students are forced to leave Ukraine due to imminent danger and threat to their lives. A majority of the students were pursuing MBBS course at different years in Ukraine. Till date 391 students, only from West Bengal and thousands from India have returned.”

Sir, this is a very crucial issue.

“Government of any State, including West Bengal, is highly sensitive to their problems and all State Governments have ensured that all students belonging to their States return safely to their homes. As medical education in the country is regulated by the National Medical Commission, the following suggestions are being placed for your kind urgent consideration.”

I have placed these before the hon. Prime Minister today.

“As per the current guidelines of NMC, the students who are eligible for internship will be allowed to undergo the internship in Government medical colleges of the State and they will also be paid stipend at par with other candidates. For other students in different years of their studies may be allowed to get admitted at the equivalent level in private medical colleges against the existing seats and the medical colleges may be allowed to increase equivalent number of seats for accommodating these students. The private medical colleges of the State Governments should agree to accommodate these students as West Bengal has done it as State Quota. Government of West Bengal has also decided to extend financial assistance to those students to meet the expenses on their course fees. This is an unprecedented war situation which calls for an extraordinary solution. Hence, I request you for your kind urgent intervention. I also request you that students who have returned to other States are facing similar problems and steps taken by the National Medical Council be implemented for other States as well. --- Mamata Banerjee.”

Sir, the hon. Prime Minister told me that this letter carries major importance and he told me that he had a discussion with the Hungarian Government in this regard and if possible, all the students will be accommodated in Hungary. All the State Governments should remain equally concerned, and if Hungary fails to accommodate all students, then the State

Governments should come up and see that all students get admitted in their respective State Medical Colleges or in other State Medical Colleges at an early date.

Thank you.

20.00hrs

[Translation]

HON. SPEAKER: The duration of the House is extended till the completion of Zero Hour.

[English]

***SHRI B. MANICKAM TAGORE (VIRUDHUNAGAR):** Hon. Speaker Sir, Vanakkam. The Sivakasi cracker industry is a hundred years old, giving employment to 10 lakh people. After the Modi Government came to power, this cracker industry faced lots of hardships. There are difficulties in manufacturing ordinary crackers besides the intervention of the Government officials. Though this industry is not run by Adanis or Ambanis, they are run by ordinary businessmen, it is affected very much due to the continuously imposed ban and hardships. More than 10 lakh workers of the Sivakasi cracker industry are on strike. My demand to the hon. Minister of Industry, through you Sir, is that he should have negotiations with the industry workers of Sivakasi and try to sort out the issues faced by them thereby helping them to restart their work. Thank you.

[Translation]

* English translation of the speech originally delivered in Tamil

DR. NISHIKANT DUBEY (GODDA): Thank you, Hon. Speaker. The debate that took place in the course of the discussion has a considerable repercussion. In the course of my speech, I said that today China is trying to control our market. Our entire defence mechanism is engaged in its protection. That's why we are spending the extra budget on China. The reason behind it was that the British made many agreements from Sugauli to Nepal, Bhutan and Tibet, in which these were the buffer States. Due to these buffer States, we didn't share borders with China. Exactly the same situation is in the USSR. When it separated the other countries from union after Perestroika and Glasnost, it also had an agreement with Ukraine that it would never become a member of NATO. It saw the condition of India. It saw that India was dying every day after Tibet was merged with China. It is notable that after Panchsheel, since 1955, India has been fighting with China everyday for about 60-65 years. We are non-violent. The Government of India opposes violence. But,...
*There is a verse in Sanskrit-

“Aapdam apatantinam hitopyayati hetutam,
Matrujangha hi vatsasya stambhi bhavati bandhane.”

If there is adversity and everything is going against you, the leg of the mother cow becomes the protection of the calf. So, whatever is happening, I said, it should be settled and there should not be wrong message because it is the question of India's foreign policy. I said this in my personal capacity and not as the spokesperson of the BJP.

SHRI MAHABALI SINGH (KARAKAT): Hon. Speaker Sir, Sahara India Parivar's non-banking Para Digital is not returning the deposits to its account holders for almost five years. Due to which agitations are taking place against Sahara India in many States of India. Crores of people, who are account holders of Sahara India, are poor. They have deposited money by saving from their meager earnings. The deposit of these people is not being returned due to which they are compelled to commit suicide.

Sir, therefore I want to urge the Government that the High Court and the Supreme Court have ordered to return their deposits. The SEBI is having 24,000 crores of rupees, still the account holders of Sahara India are running from pillar to post in want of money and have no option but to commit suicide. So, through this House, I urge the Government that the deposits of these account holders should be returned as soon as possible.

[English]

KUMARI RAMYA HARIDAS (ALATHUR): Sir, I would like to bring the attention of this House to the atrocities of the Kerala Government and the police against women and children in Kerala as part of the protest against K-Rail Project.

This K-Rail Project is at its initial stage and as the Railway Minister said in the Parliament, the Union Government did not give any sanction to this Project. The Kerala Government took the lands of the helpless people to put survey stones as if they had got the final sanction for this Project.

The Union Government did not give any green signal to this Project. But the State Government has strongly announced that the Project will be completed. Atrocities by the police against women protesters should be stopped. Police has misbehaved with women and aged people and has registered cases against the protesters.

I request that the Union Government should clarify about the sanction of K-Rail Project. If the sanction has not been given, the Central Government should give orders to the Kerala Government to stop the survey work. The Union Government and the Human Rights Commission should interfere to put an end to the atrocities against women and children.

[Translation]

HON SPEAKER: Shri. Asaduddin Owaisi - Not present.

Shri Ganesh Singh Ji.

SHRI GANESH SINGH (SATNA): Hon'ble Speaker Sir, Hon'ble Prime Minister has launched a programme named 'Khelo India Khelo' for sportspersons of the country to prepare them for international sports events. Now, its effect is evident quite immediately. I would like to thank the Hon'ble Prime Minister Shri Narendra Modi ji and the Hon'ble Minister of Sports for setting up Sports Universities and colleges in the North-Eastern States.

Sir, I hail from Madhya Pradesh. Sports talent is available there also in large numbers but there is lack of training. I have been regularly organising the Saansad Khel Trophy for different sports disciplines in my Parliamentary Constituency Satna since 2013. During the current year, recently, 7500 players of 703 teams demonstrated their sporting skills in Cricket, Kabaddi, Football, Volleyball and Kho-Kho from 12 February to 25 February, 2022. Several talented players have also been identified during the event. I have been demanding regularly for opening of a Sports college or a SAI Training Centre or any other training centre for their training so that my constituency and my state may contribute in sports events at the international level.

Recently, we have constructed a stadium, named after Hon'ble Prime Minister Shri Narendra Damodar Das Modi ji, with the assistance of the Power Grid Corporation where all types of sports can be organised. We are modernising the Ex MP Dada Sukhendra Singh stadium and Dhamari Cricket stadium under the Smart Cities Project. At the same time, we are also constructing a Multi Sports Complex termed as Olympic at a cost of Rs. 35 crores. So, a National Sports Training School should be opened at Satna so that we can train the talented sports persons and send them as good players for further competitions.

SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR): Sir, I would like to raise an issue. During the year 1990, the Government led by Shri V.P. Singh ji had the support of 85 MPs of BJP. Shri Jagmohan ji, the Governor of Kashmir at that time, had told that he would not be able to protect the people of the Kashmir valley particularly Pandits and Sikhs. They should leave the place. That is why, the exodus started as the terrorists and jehadists there took advantage of that situation and started committing atrocities against all the Pandit and Sikh brothers and sisters.

You can say that we can definitely see it as ethnic cleansing but at that time V.P. Singh led Government was in power, supported by the BJP party. At that time, the Rath Yatra of Lal Krishna Advani ji had started in which our Hon'ble PM Saheb, Narendra Modi ji was the event manager and organiser of the Rath Yatra. ... *(Interruptions)* Sir, Rajiv Gandhi, the Leader of the Opposition at that time, raised his voice against this exodus, warned the Government to stop such exodus. ... *(Interruptions)* India will not accept this kind of migration. ... *(Interruptions)*

Dr. NISHIKANT DUBEY: Jagmohan ji was the Governor from 1984 to 1989. ... *(Interruptions)* We had not appointed the Governor. ... *(Interruptions)*

HON'BLE SPEAKER: Kumari Chandrani Murmu- Not present.

[English]

SHRI M. SELVARAJ (NAGAPATTINAM): Mr. Speaker, Sir, Thiruthuraipoondi-Agasthiyampalli railway route is not in operation. In this railway line, the Government has identified many places to construct Low Under Bridges (LUB) at Ramakrishnapuram, Neivilakku, Sandaithoppu, Arkattuthurai, Kollitheevu etc. and closed the roads for construction of Low Under Bridge many months ago. But actually, the work has not yet started. People of these areas are facing a lot of hardship in day-to-day life for easy movement to local places. Hence, I request the

Government, through you, to initiate immediate steps to run railway operation in this route as well as complete the construction of Low Under Bridges quickly.

SHRI KURUVA GORANTLA MADHAV (HINDUPUR): Mr. Speaker, Sir, through you, I would like to bring to the notice of the Government of India that the Staff Selection Commission had notified more than 60,000 vacancies of General Duty (SSC-GD) Constables in 2018 for those candidates who are aged between 18 and 23 years. But till date, appointment letters for General Duty Constables have not been issued to the selected candidates of 2018 examination. The candidates, who persisted through the arduous and long-drawn process, are now being forced to protest at Jantar Mantar. It is expensive both for the candidates and the recruiting agencies to drag the recruitment process. It is high time the Government acts on this issue immediately and makes sure that all the recruitment agencies work timely and complete the process of recruitment on a regular basis on the same lines of UPSC. This will help both the candidates and recruitment agencies.

SHRI SRIDHAR KOTAGIRI (ELURU): Mr. Speaker, Sir, palm oil is a major source of edible oil in India. The Government of India has decided to increase the cultivable areas in the last couple of years and allocated new areas in new States also. But suddenly, there is a huge shortage of plant material and seed development.

So, I request the Ministry of Agriculture, through you, to allocate enough funds to the Indian Institute of Oil Palm Research for fresh seed development and also speed up necessary import licences for all the companies concerned to import seed and plant material so that they are made available for the next season in June.

[Translation]

HON'BLE SPEAKER: Shri Shrirang Appa Barne- Not present.

SHRI RAHUL KASWAN (CHURU): Hon'ble Speaker Sir, a very nice programme named PM Awas Yojana is being implemented by the Government of India, under the leadership of the Hon'ble Prime Minister Narendra Modi ji for the welfare of the homeless rural people of the country. It has a dedicated timeframe which envisages

that every person in the country should have a roof over his head by the year 2024. A large number of new houses have been constructed under this programme in my Lok Sabha Constituency. In this, the Ministry of Rural Development gives around Rs 1.5 lakh per house under this scheme but with the changing times, problems are being faced in building a house with this amount. Through you, I would like to request the Ministry of Rural Development, to increase this amount to Rs. 2.5 lakh. At the same time, as per the data uploaded on the PM Awas App of PM Awas Yojana, there were about 30 thousand eligible persons in the list of Rajasthan prepared during the year 2018. The names of several people have been removed from that list after the Congress Government came to power. I would request the Government to revise this list again and those persons whose names have been removed from the PM Awas App should also be given the benefit of it.

Sir, Rajasthan is a very big State. There is a condition for identification of beneficiary under the PM Awas Yojana which says if the KCC holder has KCC the limit of Rs. 50,000/- or more, then they are not eligible for the benefits of the scheme.

Sir, I will take only a minute's time and would like to urge that land holding in a large State such as Rajasthan is very high. That is why the KCC limit of Rs. 50,000/- or more should be removed so that more people can get benefits of this scheme. The rural people have large holdings of agricultural land but do not have houses to live in even today. Removal of this single provision will benefit a number of people. The target set for constructing 5900 new houses in my Constituency should be increased as there are still more than 40,000 people who are yet to get the houses under the PM Awas Yojana.

[English]

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, my Zero Hour submission is in respect of compassionate appointments in IRE Limited, Chavara.

Indian Rare Earths Limited is one of the prestigious organisations of the Department of Atomic Energy. In my Constituency, the Chavara plant had started since long.

But it is quite unfortunate to note that the compassionate appointment is not being allowed here. From 1990 onwards, there is no appointment made in the Chavara plant.

Sir, you may kindly see that the applications submitted for employment under the compassionate scheme have been pending for the last 12 years, and further the surviving members of the family are starving.

The situation of the family members of the deceased are very, very pathetic. The appointments are delayed and denied only because of the disregard of the IRE Management.

So, it is highly necessary to expedite the process of compassionate appointments of various categories of workers of IRE Limited, Chavara such as permanent workers, civil workers, bagging workers, and loading workers.

Sir, you may kindly see that in the year 1999, there were 761 permanent workers in IRE Establishment, Chavara, which has now come down to 136 workers. Even after this, the compassionate appointment is not being allowed there. This is totally an anti-labour approach taken by the IRE Management and the Department of Atomic Energy.

Therefore, the rules and guidelines have to be changed. The settlement and execution of the long-term agreement of the cooperative society employees is also pending.

So, Sir, I would urge upon the Government of India, particularly the Department of Atomic Energy as also the IRE Management to take urgent action for the appointment of the dependents of the workers of IRE, Chavara which include permanent workers, bagging workers, loading workers] and civil workers, on service under the compassionate employment scheme and initiate action for the

long-term agreement for cooperative society, that is, canteen of IRE Limited, Chavara. Thank you very much.

[*Translation*]

KUNWAR DANISH ALI (AMROHA): Thank you very much, Hon'ble Speaker Sir. You have provided me an opportunity to raise a very important matter in the House.

HON. SPEAKER: Your name figured through draw of lots.

KUNWAR DANISH ALI: A few days back, slum dwellings in Gokulpuri area of Delhi were gutted in fire in which seven people were killed. There is a very big programme of the Government- Pradhan Mantri Awas Yojana is being implemented, but we have a saying- *Chirag tale andhera* (Nearer the church, farther from God).

Closer to the place where we are sitting, to my knowledge, there were some slums in Mahavir Lane in Gole Market in New Delhi which were demolished by the police. The dwellers had electricity connections as well as water connections. Fortunately or unfortunately, this area comes under the Constituency of the Chief Minister. ... (*Interruptions*) Only God knows better as to who got them demolished whether it was the Government of Delhi or the Union Government. Let's assume, it had been done by the Government of Delhi but even at the place where Central Vista is being constructed, here also, I have been spotting the Bhelpuri sellers and slum dwellers for the last twenty five years. The police have demolished and displaced them.

Through you, I would like to convey to the Government that the rehabilitation policy which seeks to rehabilitate slum dwellers living in slums up to 2016, has been violated. Whoever is responsible for this should be held accountable. The slums should not be demolished in this manner, there should be some alternative arrangement for them. Thank you very much.

HON'BLE SPEAKER: Shri A. Ganeshamurthi ji, - Not present

Shri Vinayak Bhaurao Raut ji, - Not present

Shri Sushil Kumar Singh ji.

SHRI SUSHIL KUMAR SINGH (AURANGABAD): Hon'ble Speaker Sir, through you and this House, I would like to place a demand by putting across a suggestion in the interest of the country. Sir, there is no regulatory authority for regulating the prices of the major building construction materials which include cement, steel including all types of steel such as bars, angles, channels as well as the other construction materials like, sand, stone chips and bricks. There is Agricultural Prices Commission for fixing the rates of agricultural produce, TRAI for fixing the rates of telephone calls, there is a regulator for fixing the rates of electricity also but there is no regulatory authority for fixing the rates of building construction materials in the country.

Sir, it directly impacts the Pradhan Mantri Awas Yojana which is a scheme meant to provide housing to the poor and homeless people. Our Hon'ble Prime Minister has launched the scheme of affordable housing for the poor. Besides this, during the recent discussion on the Demand for Grants pertaining to the Ministry of Road Transport and Highways, it was highlighted that the national exchequer suffers losses due to the unregulated, arbitrary skyrocketing rise in prices of materials required for construction of roads whether concrete roads or others and bridges etc.

Also, Government of India has launched a scheme of housing for the poor and one of Hon'ble Member was saying that the amount should be raised upto one and a half lakh rupees because the reason for this is that these materials are so expensive that their house is not built properly for one and a half lakh rupees. Therefore, through you, I would like to make this demand to the Government of India and I had earlier also placed this demand in this House on 28th March, 2017 that there should be a regulatory authority in the country to decide the quality of building materials so that not only the country's exchequer can be saved from

bearing financial burden but also the poor of the country can get its benefit. Thank you.

[English]

***SHRI A. GANESHAMURTHI (ERODE):** Hon. Speaker Sir, Vanakkam. Under the Central Zoo Authority guidelines of 2010, the Forest Department has stopped giving shed deer antlers for production of medicines. Several pharmaceutical companies manufacturing traditional medicines have requested for supply of such deer antlers which fall off from the animals after the breeding season, for producing life-saving drugs. I am given to understand that the Union Government has sent the draft Bill after making some amendments to the Wild Life (Protection) Act 1972 to the Standing Committee on Environment, Forests and Climate Change. It is learnt that snake poison and use of peacock feather, are some of the amendments proposed in that draft Bill. I have also come to know that the use of naturally shed deer antlers in manufacturing life-saving drugs has not been included as proposed amendment by the Government in the said Bill. Hon. Speaker Sir, through you, I therefore urge upon the Hon Union Minister of Environment, Forests and Climate Change to send this proposed amendment to the Standing Committee of Parliament allowing naturally shed deer antlers for use in manufacturing traditional medicines. Please insert in Section 12 of the Wildlife Protection Act, 1972 as follows: “(e) shed deer antler from Zoo for manufacture of life saving drugs.” I therefore urge you to bring this amendment, with a view to manufacture life-saving drugs thereby saving lakhs of lives of people of our country.

HON. SPEAKER : Shri Mohanbhai Kundariya - Not present.

* English translation of the speech originally delivered in Tamil.

[English]

SHRI RAJMOHAN UNNITHAN (KASARAGOD): Thank you very much, hon. Speaker Sir, for giving me this opportunity.

My Constituency, Kasaragod, has been languishing from the disastrous effects of Endosulfan pesticide for the last few years. Endosulfan was sprayed over the cashew plantations in the district for a period of 23 years since 1978. It has ruined 30 village Panchayats and 3 municipal towns in the district. About 6,727 persons were identified as the victims of Endosulfan. The National Human Rights Commission directed to pay Rs. 5 Lakh each to the dead and the living victims in 2010. The Supreme Court, in 2017 and 2021, reiterated the same direction. But out of those 6,727 victims, 4200 victims have not received any compensation till date. There are no adequate medical facilities in the district to treat these hapless people. There are special schools called Buds Schools for catering to the needs of the children who retarded mentally due to Endosulfan. But these schools are handicapped due to inadequacy of infrastructure and teachers. There is no comprehensive plan for the rehabilitation of Endosulfan victims.

Hence, I request the Government of India to look into the grievances of the Endosulfan victims to find an expeditious solution and give a direction to the Government of Kerala to obey the verdict of the hon. Supreme Court.

Thank you very much.

[Translation]

SHRI SUNIL BABURAO MENDHE (BHANDARA-GONDIYA): Honourable Speaker Sir, through you, I would like to draw the attention of the Honourable Health Minister towards Bhandara under my Lok Sabha Constituency. Despite being the oldest district, not a single medical college has been built there yet. The Government of India envisages for at least one medical college in every district under the centrally sponsored schemes in Phase-III. As far as the patients of non-

serious diseases are concerned, such patients have to go to Nagpur for all works which also costs time and a lot of money.

Through you, I would like to request the Government to direct the Government of Maharashtra for preparing a DPR for the Medical College in Bhandara district at the earliest so that further action can be taken and a Medical College can be opened in Bhandara district.

Thank you.

SHRI RAJIV PRATAP RUDY (SARAN): Honourable Speaker Sir, you have made such a good arrangement in Parliament. I remember the day when we used to rush to the table office and submit the notice on paper with signature after standing in a long queue. Now, you have made an arrangement for online notices. I had submitted a notice online for the lottery wherein my name has appeared and today I have got an opportunity to speak.

It is a matter of great concern to me. I belong to Bihar which has a population of 12 crore. The Government of the country is making great efforts in the interest of the people. Today, we have decided to provide internet to six lakh villages of the country. I was in my village during the vacation. Basically, I live in my village only. ... (*Interruptions*) You too know that I live in my village only. I'm not saying this for myself. ... (*Interruptions*) My village Amnour comes under Saran district. You and the Honourable Speaker Sir have also been there. ..(*Interruptions*) I wish to get the same network coverage while staying in the village which I get in Delhi's Connaught Place. If this facility is provided in my village, it will be provided in my district and all over the country also. Sir, you would not believe, I stayed there for 10 out of 15 days. I can also produce the record before you. I applied for internet facility from there. Every day, I took a snapshot of the Common Service Centre's (CSC's) Wi-Fi, which most of the time used to be down and sent it to the Department of Telecommunication of the Government of India. Where has it gone wrong, you would not believe ... (*Interruptions*) I want protection from you. ... (*Interruptions*)

If BSNL is under the Government of India, we can question its officials for their unsatisfactory services as they are the Government employees. The same is in case of BBNL. We can ask them questions about their poor services, like, why that wire is not working, etc.? Because, it is under the Government. Being them a Government owned Public Sector Undertaking, we also have sympathy towards them and we help them revive.

In the year 2006, the Government of India created a new institution, which was beyond our comprehension and today it has become a sore to us. CSC is such an institution! Why was the Special Purpose Vehicle created in the Government of India, when BSNL and BVNL were already there in India? Why was CSC created?

CSCs were later assigned the responsibility of last mile connectivity across India under a special arrangement. Whether you hold a DISHA meeting, a district level meeting or a State level meeting, these CSC representatives, who were given crores of rupees, do not attend even a single meeting because they are private entities. ... (*Interruptions*) They were given full money and since they are private bodies, therefore, they abruptly reply what they have to do with us? They have been given money by the Government, not by us.

Hon. Speaker Sir, I submit to you that I belong to Bihar where CSCs in rural areas have been assigned with the responsibility of delivering digital service to the people. But if you submit application before them they will reject it in the name of the Bank account mismatch or any other pretensions. Hon. Speaker Sir, who this private entity is?

I also met the Hon. Minister. I would like to express my gratitude to the Government of India and the Honourable Prime Minister for his decision to shut down CSCs as these innumerable intermediary entities cause inefficiency in governance and bring bad names to the Government. This private sector has nothing to do with us. It is being set up in six lakh villages across India but we have no control over it.

I can hold a meeting with any officer of Bihar in the name of this House. Even after repeated requests and instructions not a single person from CSC, which is responsible for internet connectivity in the country, has not attended a single meeting for the last seven years.

Sir, I would request your protection for this. The officials, who take money from the Government of India as a private entity and to whom we have given this responsibility, are absolutely betraying this country. The Prime Minister of the country is well-known for his decision-making abilities but for this I would request your protection and demand that action be taken against this agency which is responsible for last-mile broadband connectivity all over India. What do our kids say here? They say that we have given them roads and even if we do not provide them electricity but we provide them internet facility at least, they can earn five lakh rupees a month. The youths of the country are demanding that if we provide them good internet and broadband connectivity, they can prove their strength to the country and the world. Therefore, I would request, through you, that action should be taken against these CSCs network and particularly against those officials who reject the applications of these poor children. ... (*Interruptions*)

HON. SPEAKER: Honourable Members, I would allow you only if you finish your points in one minute.

... (*Interruptions*)

SHRI RAJIV PRATAP RUDY (SARAN): Honourable Speaker Sir, there should be your intervention on this subject. ... (*Interruptions*)

SMT. KAVITA SINGH (SIWAN): Thank you, Hon. Speaker Sir.

Sir, I would like to draw the attention of the Honourable Minister to my Parliamentary Constituency Siwan. The Maharauna-Majhi State Highway, which connects Bihar and eastern Uttar Pradesh, witnesses the movement of a large number of vehicles causing traffic jams and hardships to commuters.

Therefore, I request the Honourable Minister that in view of the problems of the passengers, the Maharauna-Majhi State Highway may kindly be upgraded to a National Highway.

SMT. SHATABDI ROY (BANERJEE) (BIRBHUM): Sir, special thanks to you because you have been sitting for so long due to which we are getting an opportunity to speak.

Sir, all the trains for businessmen in Nalhati in Birbhum were discontinued during the COVID period. These trains have not yet started due to which they are not able to travel from Nalhati to anywhere like, Kolkata, Murshidabad, Jharkhand, Bihar. They are suffering more losses now than they have suffered during the last two years. Therefore, I would request you to make provision for halt of all important trains like, Howrah-Jainagar, Howrah-Rajgir, Howrah-Varanasi etc. at all important stoppage like, Sealdah, Bardhaman, Malda, Nalhati, Azimganj, Rampur Halt and Howrah so that people can easily travel. There are two trains, which are in the ‘up’ route, but not in the ‘down’ route, they are – Uttar Banga Express and Gaur Express. If these trains are not started, the businessman will continue to suffer the loss. The Government should look into it.

I have one more request. There are two-three trains in which I also travel. The trains take very less time than their time bar fixed. Many times those trains stop in the middle as they have advanced coaches. I think that the Ministry will have to observe a couple of times whether the timing of those trains can be reduced or not. If this is done, it will be good for all of us. Thank you.

SHRIMATI SANGEETA AZAD (LALGANJ): HON. Speaker Sir, first of all, I congratulate the people of Bharatiya Janata Party for winning the elections in my State Uttar Pradesh. Now elections are over so I want to draw the attention of the Government towards fulfilling this long standing demand.

Sir, the old pension scheme was a benefit based scheme in which the Government employees were guaranteed 50% of their last pay as their pension. No deduction was made from the salary for the purpose of pension in the old pension scheme but the new pension scheme works as a contribution based investment scheme and ten per cent per month is deducted from the salary of the employee. New Pension Scheme and GPF do not guarantee a fixed amount. Being linked to the market, it is more sensitive to economic shocks. Old pension will act as a much needed safety net for State Government employees considering the uncertain state of the global economy today. Concern is increasing among Government employees and pensioners and demands are being raised to restore OPS. In view of the above, I request the Hon'ble Minister of Personnel, Public Grievances and Pensions to restore the old pension scheme so that Government employees can get its benefits.

[*English*]

SHRIMATI VANGA GEETHA VISWANATH (KAKINADA): Thank you, Speaker, Sir, for giving me this opportunity to speak regarding Women's Reservation Bill.

Sir, the proposed Constitution (108th Amendment) Bill giving 33 per cent reservation to women in Parliament and State Assemblies is yet to be fulfilled. Even after 75 years of Independence, women's representation in Lok Sabha is limited to 14.94 per cent only. The Women's Reservation Bill has been pending for 26 years.

At present, there are only 81 women Members of Parliament against 542 Members of Parliament in the Lok Sabha. Being a women public representative, I feel that this is the right time to accomplish the Bill for Women's Reservation under Modi ji's leadership. It will be a great honour for every woman in the country, if the Parliament Session in the new Parliament building commences by giving 33 per cent reservation to women MPs in the Lok Sabha.(*Interruptions*)

Hence, I humbly request the hon. Prime Minister to intervene in the historic matter to ensure women's reservation in Lok Sabha and pass the Bill in the current session itself. Thank you, Sir.

[Translation]

SHRIMATI NAVNEET RAVI RANA (AMRAVATI): Hon. Speaker Sir, I would like to talk about the reservation for Dhangar community of Maharashtra. The Dhangar community of Maharashtra belongs to the Scheduled Tribe. They have been demanding as a constitutional demand for many years that Dr. Babasaheb Ambedkar has included them in the Scheduled Tribe society in the constitution. 'Dhangarh' and 'Dhangar' community for the last ten years live in forests and rear sheep and goats. This society is demanding justice for itself. If they are given ST status then the life of their future generation can be secured. It will help them in gaining education.

[English]

***SHRI ANUMULA REVANTH REDDY (MALKAJGIRI):** Thank you, Speaker Sir. Seventy per cent of people in Telangana depend on agriculture for their livelihood. In Telangana, paddy is the major crop. This season, paddy is being cultivated in 40 lakh acres and around 80 lakh metric tonnes of paddy will be produced. As the State Government did not make necessary arrangements to procure paddy in Telangana, by not arranging procurement centres, by not providing adequate transportation, by not buying enough jute bags, and by not signing agreements with FCI, farmers are in distress. Honourable Minister Shri Piyush Goyal should discuss with the Civil Supplies Corporation and the State Government to ensure complete procurement of paddy that is being produced in Telangana. Farmers are being subjected to suffering as State and Central Governments are blaming each other. In the last monsoon, around 150 farmers died due to heart

· English translation of the speech originally delivered in Telugu.

failure as there were issues in paddy procurement. To ensure that such a thing does not happen again, the Central Government should immediately take appropriate action.

[Translation]

SHRI CP JOSHI (CHITTORGARH): Thank you, HON. Speaker Sir. Unseasonal hailstorm and rain have damaged crops in Rajasthan and my Parliamentary Constituency Chittorgarh. The farmers were thinking that they had a good crop. This time the region had good rain fall so there was no requirement of using motors pumps. Due to good rains the crops were growing well but the crops of gram, wheat, mustard and opium were destroyed. I myself went to the fields and inspected all these crops. Through you, I demand from the Government that the crops should be properly assessed and compensated. We were given licenses for opium cultivation on the basis of CPS (Concentrate of Poppy Straw) method even against our wishes. The Government should declare the policy soon in this regard because all the crops have been destroyed and the CPS personnel are not taking any action. The farmers' crops should be disposed of quickly. Due to 8/29, many farmers are affected. Therefore, 8/29 should be abolished and opium weighing machines should be checked at weighing centres. This is my request to the Government through you. Thank you.

[English]

SHRI RAM MOHAN NAIDU KINJARAPU (SRIKAKULAM): Hon. Speaker, Sir, I would like to take this opportunity to demand for an additional KV for the district of Srikakulam. Srikakulam has a population of approximately 30 lakh people, and especially when you consider the people working in Central institutions, including the people in Defence and paramilitary services, it is a huge number.

The existing KV, which is in Srikakulam town, is facing a lot of demand for additional KV seats, the requests for which are received by me. Even though I am

given 10 seats to recommend for as an MP, I am getting requests for up to 300 or 400. If you consider paramilitary services also, the highest number of people recruited by the Army and the paramilitary services has been from the district of Srikakulam.

Based on this, I would like to demand for an additional KV at Palasa which is on the other side of the district. The existing KV is at one end and it is very difficult for people, especially children, to access it from the other side, which is approximately 130 kilometers away.

Sir, I once again request the Central Government to set up another Kendriya Vidyalaya at Palasa.

Thank you.

[Translation]

SHRI SANTOKH SINGH CHAUDHARY (JALANDHAR): HON. Speaker Sir, Kabaddi sports is considered as the identity of Punjab. Other countries of the world are also adopting it. Sandeep Singh Sandhu, a 36 year old international player from Nangal Ambian village in my Parliamentary Constituency has earned a lot of name in the game of Kabaddi worldwide. He was also a five time captain of the Kabaddi team in the World Cup. He was promoting Kabaddi game in our country and abroad. He was participating in a Kabaddi match in Maliyan Khurd village in my area on March 14. There, he was killed in an indiscriminate firing. In the investigation, it was found that the conspiracy took place in Canada. There are many federations related to Kabaddi in other countries. I understand that this is an international crime. The foreign conspirators who have been identified should be extradited and the other central agencies should be alerted so that such international crimes do not take place on the soil of Punjab in future. Thank you.

SHRI RITESH PANDEY (AMBEDKAR NAGAR): Thank you, HON. Speaker Sir. The condition of the weavers in my Constituency Ambedkar Nagar and in the

entire Purvanchal region has become worse. Through you, I would like to inform the House that the GST on man-made fiber - yarn, has been increased from 5% to 12% with effect from January 1, 2022. Due to this, the condition of the weavers and particularly the small weavers has gone from bad to worse. In the past few years, the increase in yarn prices due to demonetisation, poor implementation of GST and the Covid-19 pandemic has emerged as a huge crisis for the weavers of my area. People of my area are now forced to migrate to cities like Mumbai and Chennai. Through you, I want to draw the attention of the Hon'ble Minister that the old GST rate which was 5% should be restored. In fact, it should be reduced to zero, so that the condition of the weavers can improve. Thank you.

DR. RAJDEEP RAI (SILCHAR): HON. Speaker Sir, thank you very much for giving me this opportunity to make a submission in zero hour.

There is an international border in my area. It is not so that Bangladesh shares a border with Assam only, even Meghalaya also shares a border with Bangladesh. A lot of illegal, anti-national seditious activities are happening there and smuggling is also taking place on a large scale. I request the Hon'ble Minister of Home Affairs Amit Shah, through you, that there should be an office of the Intelligence Bureau under an IPS officer there. A complete office system should be maintained there so that the illegal activities, smuggling and other seditious activities etc. happening there can be taken care of. There should also be little strictness because there are many people of a particular community who are reported missing for five to seven years, suddenly they appear and get involved in all these anti-social activities.

As such, the Government will pay some attention there as it is paying on the Western Front. Through you, I would like to make this request to the Hon'ble Home Minister. Thank you.

SHRI SANTOSH PANDEY(RAJNANDGAON) : Hon. Speaker Sir, thank you for giving me this opportunity to speak. I want to raise a very important question pertaining to Chhattisgarh.

Sir, Chhattisgarh is an area covered with forests and my area is also covered with forests. Today, the forests are being cut indiscriminately in Chhattisgarh. Today, a lot of smuggling of trees, be it Beeja(Indian Kino Tree), Sal, Teak(Sangaun), Shisham(Indian Rosewood) is taking place, only stumps are visible all around in Chhattisgarh.

Sir, I would like to bring into your notice that according to the report of the Forest Survey of India, forest area is continuously decreasing in Chhattisgarh. In Kawardha and Kabirdham districts, forest area is declining by 38 square kilometers every year. The forest cover in the Pandariya area of the district itself has decreased from 1585 square kilometres to 1547 square kilometres in the last three years. The entire department including the Chhattisgarh administration is involved in the fight against deforestation and encroachment on forest land for cultivation.

Sir, monetary consideration is a prime factor. The continuous illegal cutting of forests in Kawardha, the constituency of Forest Minister of Chhattisgarh Government, is raising many questions. Indiscriminate cutting of trees is going on in Bodla, Rengakhar forest, Jhalmala, Roll, Khairagarh, Gandai, Salhewara, Usarwahi, Chilfi valley of Kabirdham district.

Sir, I would like to request that many of the families who have been given lease rights of one hectare forest land in Manpur and Panabaras have encroached upon 20 acres of land. An investigation under the supervision of NGT is essential to check illegal cutting and smuggling of Murum for road construction .Through you, I request that a team of NGT should do the investigation in both the districts. This is my request to you. Forests should be saved, Chhattisgarh should be saved. Thank you .

[English]

SHRI P. RAVINDHRANATH (THENI): During the recent meeting of the Central Board of Trustees of Employees Provident Fund Organisation held at Assam, a decision was taken to reduce the annual rate of interest to be credited in Employees Provident Fund from the present rate of 8.5 per cent to 8.1 per cent for the year 2021-22, and this will be implemented as soon as it is approved by the Finance Ministry.

Most employees maintain the EPF as a post-retirement benefit. The interest rate on EPF which was at 8.8 per cent during the year 2015-16 came down gradually to the level of 8.5 per cent at present. This decision will directly affect nearly 6.40 crore EPF beneficiaries and is a great disappointment to these employees who are slowly returning to normal life after having underwent a lot of sufferings both financially and mentally due to COVID-19.

I urge upon the Government, through you, to reconsider the proposal to reduce the interest rate on EPF any further and retain the same at the present rate of 8.5 per cent.

SHRI M. K. RAGHAVAN (KOZHIKODE): This is to bring to your kind attention regarding the exorbitant increase in the bulk purchase of diesel and petrol by oil marketing companies.

In our State, this is significantly affecting public transport organizations such as Kerala State Road Transport Corporation. Generally, for bulk purchase of any goods the prices are expected to be lower than the market price. But unfortunately, here in the case of petrol and diesel, the prices are much higher than those at retail levels. This situation is quite unheard of, and warrants urgent intervention. The oil companies are supplying fuel to KSRTC at a rate of Rs. 27.88 per litre higher than the current market price since 16th March, 2022. This creates a situation whereby the profit of the public transport corporation erodes, and encourages more private transport.

So, I request the hon. Minister, through you, hon. Speaker, Sir, to kindly intervene immediately and take necessary steps to keep the price rise in petrol and diesel under control.

[Translation]

SHRI VINOD KUMAR SONKAR (KAUSHAMBI): Respected Speaker Sir, I would like to request you that in my Lok Sabha Constituency there is a railway station in Manauri which is a very old market place and the traders there always have to go to Prayagraj and Kanpur for business. I have demanded stoppage of Chauri Chaura train not once but many times. I, through you, would like to request the Hon. Railway Minister that please give a stoppage of Chauri Chaura train at Manauri railway station in order to solve the problems of traders and to promote business.

HON. SPEAKER : Dr. S. T. Hasan – not present.

Shri Sunil Kumar Mandal.

[English]

***SHRI SUNIL KUMAR MONDAL (BARDHAMAN PURBA):** Thank you, hon. Speaker Sir for giving me the opportunity to speak in ‘Zero Hour’.

I wanted to raise this matter in the discussion on Demands for Grants for Road Transport but did not get a chance. A very important road connecting Haldia via Kharagpur, Arambagh, Burdwan Birbhum is NH-34. This road was envisaged when I was a Member of the Consultative Committee; the map pointing is already there. Land is available and there is no problem of land.

I request the hon. Minister Nitin ji to take some initiative in this regard. This is a single-lane road and bus service is available every 10 minutes. It is the only connecting link. As it is a single road, accidents take place very often.

* English translation of the speech originally delivered in Bengali.

There is a proposal to convert this into a four-lane road. If that is done, then not only the agro-based industries, but many other big and small industries will also flourish in the vicinity. Moreover, the common people of the area will also be benefited as a result.

Thank you, Sir.

***SHRI MOHAMMAD SADIQUE (FARIDKOT):** Sir, I am an elected representative of Faridkot parliamentary constituency. There are four districts in my constituency: Faridkot, Moga, Bhatinda and Shri Muktsar Sahib.

Sir, drinking water in my Constituency Faridkot is badly polluted and it leads to deadly diseases. So, I appeal to the Jal Shakti Ministry to please look into this matter and help us.

The disease of cancer has reared its ugly head in my area due to polluted drinking water. Kindly set up a Cancer-hospital in my area. The treatment of cancer is very costly. A lot of people have died in my area due to this disease.

I also urge upon the Jal Shakti Ministry to bore deep tubewells in my area, and the water should be treated, cleaned and made pollution-free so that it is worth drinking. This will help the people in my area to remain healthy. Thank you.

[Translation]

SHRI RAJENDRA AGRAWAL (MEERUT): Hon. Speaker Sir, arrangements are made to keep the EVM machines in safe custody and for the counting of votes after the election. Generally, such temporary arrangements are made in a Krishi Mandi. Because of this, the traders and the shopkeepers are displaced for a month. Secondly, due to lack of security arrangements, minor disputes also take place inside it many a times.

* English translation of the speech originally delivered in Punjabi.

I request that the elections happens every year, so a permanent arrangement for keeping EVMs and counting of votes should be made at a designated place so that no problem may arise due to it.

[English]

***SHRI DHANUSH M. KUMAR (TENKASI):** Hon. Speaker Sir, Vanakkam. Palaruvi Express passes through Tenkasi district from Tirunelveli to Kerala. But this train has no stoppages at Kadayam, Pavorchatram and Sengottai. Passengers are very much affected. This issue has been taken up several times with the Senior Officers of Railway Department. In my Tenkasi constituency, work relating to construction of Railway Under Bridges in Chennikulam and Rajapalayam areas of Sankarankoil Taluk is yet to be started. They are remaining as mere announcement. As a result, people are very much affected. Platform construction work is also delayed in Srivilliputhur Railway station. I urge through you, Sir, that all the pending work should be completed in my constituency benefitting the people.

[Translation]

SHRI SANGAM LAL GUPTA (PRATAPGARH) : Respected Speaker Sir, the funds received from the 14th and 15th Financial funding of the Government of India for development works were grossly misused at local Nagar Panchayat Lalganj Pratapgarh in my Lok Sabha Constituency Patapgarh, The Congress has a few MLAs in the local Uttar Pradesh and one is from there, Due to rampant corruption in the Nagar Panchayat, the condition of the interlocking bricks used in the roads there is so bad that these bricks have been shattered and turned into gravels just in 5 years. Not only this, there was such a widespread misuse of the funds received from the Government of India that the signboards being set up by a local Congress MLA with the Government money has the name of his father who does not hold any

* English translation of the speech originally delivered in Tamil.

constitutional post thus overriding the norms of the Government. My local complaints in this regard are ignored.

Therefore, through you, I demand from the Ministry of Urban Development, Government of India today to constitute a special team of technical officers of the Government of India and to issue instructions to take action on the basis of the report received after conducting technical investigation of interlocking and other development works carried out with the funds received from Prime Minister's Urban Housing including the development works carried out through the 14th and 15th Financial Commission at Nagar Panchayat, Lalganj, District Pratapgarh, Uttar Pradesh. Thank you .

[English]

SHRI K. MURALEEDHARAN (VADAKARA): Sir, a big agitation is going on in the State of Kerala against the K-Rail Project.

So many times, the hon. Railway Minister has told here that this Project was not approved by the Central Government and that they had given permission only for environmental survey. But in the name of environmental survey, the Kerala Government officials are putting survey stones everywhere in Kerala. People are very much agitated, but those agitated people including ladies and children were cruelly beaten by the Police. Male Police is attacking female agitators. This is the present situation in the State of Kerala. Some Police officials were also not wearing their name plates. Most probably, they were the ... *of the CPM people in Kerala.

So, my request to the Railway Minister is that if the Government is going ahead with laying of these survey stones everywhere in Kerala, then ask the Chief Minister to stop this process or the Central Government should withdraw from the joint venture of this K-Rail Project. Thank you, Sir.

* Not recorded..

[Translation]

DR. ALOK KUMAR SUMAN(GOPALGANJ) : Hon. Speaker Sir, through you I would like to draw the attention of the Hon. Railway Minister towards introduction of Kisan Rail from Thave Junction in Gopalganj.

Sir, the Kisan Rails were introduced during the Corona period so that the goods of small farmers can be easily transported to the big markets on time. Kisan Rail is one such train which has the facility of cold storage on the go. It connects the small farmers with traders from other states and facilitate business at a lower cost. Sir, total 1806 Kisan Rails running on 153 routes have transported out 5.9 lakh tonnes of agricultural goods across the country till December, 2021. Therefore, Sir, through you, I request the Hon. Railway Minister to introduce Kisan Rail from Thave Junction of my Parliamentary Constituency Gopalganj so that the Government can get revenue and all the farmers can get business facilities.

SHRI SHYAM SINGH YADAV (JAUNPUR): Hon. Speaker, before the breaking out of corona pandemic, the army used to recruit soldiers by setting up camps in every part of the country. It hasn't happened for two years. In such a situation, the dream of boys who want to join army has shattered. They are very young, hardworking and they do their preparation without shoes on chak roads.

They have big dreams. Army has not set up these camps for the last two years. Through you, I would like to request that the army should once again set up camps at various places and the aspirants whose age limit has been crossed due to non-conducting of camps, should be given age relaxation of 02 years.

[English]

SHRI MARGANI BHARAT (RAJAHMUNDRY): Sir, I take this opportunity to raise an important issue to stop privatisation of public sector banks as the hon. Finance Minister has mentioned in her statement last month about disinvestment in

two public sector banks. If the banks were incurring losses, earlier, the Government had taken a decision to merge the banks to revive them. What happens is, if we privatise, they look into their own personal motto, and their own monetary benefits. They may sanction thousands of crores of rupees to their sister concern banks and their allies. What if the loans that are sanctioned to some companies result in bankruptcy? What is the guarantee for the depositors? There are about eight lakh bank employees. What is the job security for them? There are almost five lakh superannuated employees who have been requesting for ages about their pay revision. Still, the same was not done. But the banks have lakhs of crores of rupees in their corpus fund. Why can the Government not implement the pay revision? Therefore, I would like to request, through you, Sir, the Government to stop privatising the public sector banks.

[Translation]

SHRI DILIP SAIKIA (MANGALDOI): HON. Speaker, the whole country is celebrating 75th years of independence as the 'Amrit Mahotsav' of independence. An incident happened in the year 1975, it was the sin to trample democracy by declaring emergency. The Government of India should do something for the protector of democracy of that time and the victim families such as giving them one-time assistance for their honor and also provide them social security. This is my request to the Government of India.

[English]

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Sir, the defunction of the National Commission for Scheduled Tribes for the last four years is a deliberate denial of justice for the Scheduled Tribes and the calculated weakening of the constitutionally-mandated body. Many cases that are filed remain unresolved. A body with judicial powers was set up to protect the interests of the most vulnerable social classes being deliberately curtailed; depriving of its rights is a serious lapse. It

is a grave mistake that denies the Scheduled Tribes their right to justice and increased pendency of complaints.

On this issue, the Parliamentary Standing Committee also in its Report stated about the lapses and the defunction of the National Commission for Scheduled Tribes. The media has also seriously reported this issue. This Government is always saying that they are for the welfare of the Scheduled Castes and the Scheduled Tribes but what is the situation in the National Commission for Scheduled Tribes? Even the Chairperson and Members are also not appointed. For the last four years, these posts are lying vacant. Hon. Minister of State of the Parliamentary Affairs, Arjun Meghwal *ji* is also the champion of the rights of the Scheduled Castes and the Scheduled Tribes. Why is the Government not filling up the posts of Chairperson and Members in the National Commission for Scheduled Tribes? ... (*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF CULTURE (SHRI ARJUN RAM MEGHWAL): Chairman is there. ... (*Interruptions*)

SHRI KODIKUNNIL SURESH: No, no.

[*ENGLISH*]

Sir, the Parliamentary Standing Committee has also stated this aspect. So, I urge the Government, through you, Sir, to immediately take steps in this matter.

[*Translation*]

SHRI SUNIL KUMAR SINGH (CHATRA): HON. Speaker, through you, I request the Government of India to investigate the incident happened in the 80's and 90's when the Hindus were expelled from Kashmir and to punish those who are guilty. Particularly between 1984 to 1989 when Rajiv Gandhi was the Prime Minister of the country and he made Jagmohan *ji* the Governor there. In the meantime, the elections were held in the year 1987 in Jammu and Kashmir which

were rigged and resulted in anarchy and atrocities were committed on Hindus on a mass scale. There was genocide of Hindus and Sikhs also.

Along with this, through you, I also want to know from the Government of India the name of the person on whose orders 70 terrorists were released in Jammu and Kashmir in 1989 and who was involved in genocide. Therefore, the whole country wants to know what is the veracity of the contents being published in periodicals and magazines presently and who played what role, this country has the right to know. Sir, through you, I request the Government of India to take action against the exodus of people from Kashmir, especially the genocide of Kashmiri Hindus and Sikhs and to severely punish the accused so that the faith of the people of India in the constitution and in democracy can be restored.

SHRI RAMPREET MANDAL (JHANJHARPUR): Thank you very much HON. Speaker Sir for giving me this opportunity to speak during 'Zero Hour'.

Sir, my constituency Jhanjharpur comes under Madhubani district. Jhanjharpur and Madhubani together form two Parliamentary Constituencies. Jhanjharpur is situated on the border of Nepal. Many central forces including SSB, CRPF are deployed there. We do not have Kendriya Vidyalaya there.

Sir, through you, I have raised this question many times. The children there have to go to Darbhanga district for studies which is 150 km away. Through you, I request to the Minister of Education that at least one Kendriya Vidyalaya should be set up in our constituency. We are going to celebrate Amrit Mahotsav on the occasion of 75th years of independence. The 10 coupons allotted to us should be either discontinued or increased. Thank you.

[English]

DR. DNV SENTHILKUMAR S. (DHARMAPURI): Sir, regarding extension of National Child Labour Project, the Union Labour Ministry has written to all the States and Union Territories that NCLP will not be extended beyond 31st March,

2022 and it will subsume under Samagra Shiksha Abhiyan which is implemented by the School Education Department. This letter is really a shock in times of the pandemic which pushed more children into labour. It is worrying that it is subsumed under SSA. The NCLP will lose the targeted focus which was one of the reasons for its effective implementation.

Taking the case of Tamil Nadu, nearly more than one lakh children had been benefited since the programme began in the year 1986. My district, Dharmapuri, is known for the effective implementation of the scheme as little more than 15,000 children have been mainstreamed into regular schools and 129 former NCLP children are doing higher studies like MBBS, B.Tech, B.E. etc. There are a lot of success stories in Tamil Nadu in general and Dharmapuri in particular about the NCLP. NCLP is focusing on specific target ideas, identifying the victim, withdrawing them from hazardous work environments, and rehabilitating them. In order to do that, the staff or volunteers of NCLP have to spread awareness and persuade the parents to bring children to join the special training centres.

Therefore, I request the Government to extend the NCLP which is under the Labour Ministry and kindly expedite the payment without any delay.

DR. UMESH G. JADAV (GULBARGA): Sir, Sannati is a small village on the banks of the River Bhima in Chittapur taluk of Kalaburagi, Karnataka, which revealed the historically valuable Ashokan edicts written in Prakrit language and Brahmi script at the foundations of the temple, attracting historians from across India. The revelations subsequently prompted excavations by the ASI at Sannati and the nearby Kanaganahalli that, in turn, led to the discovery of the magnificent Maha Stupa, which had been referred to as Adholoka Maha Chaitya in the inscriptions. More importantly, a sculpture portrait of Ashoka seated on his throne with his queens was also discovered. It is also older than the Sanchi Stupa of Madhya Pradesh. It is also believed that Sannati is the place where Emperor Ashoka may have travelled towards the end of his life and breathed his last.

Therefore, I urge the Minister of Culture to kindly develop this site as a World Heritage Site and also request you to direct the concerned to preserve the items which were found during the excavation by building a world-class museum. Sannati is the largest Buddhist site in India excavated by the ASI. Despite having a rich historical and cultural heritage, it is not on India's Map.

Sir, we met our Minister of Culture Shri Arjun Ram Meghwal ji regarding this. I sincerely request him through you to look into this as Gulbarga is the most backward area. Thank you.

[Translation]

SHRI DEEPAK BAIJ (BASTAR): HON. Speaker Sir, my Parliamentary Constituency Bastar is situated at a distance of more than 300 kilometers from the capital Raipur. About 85 kilometer Raipur-Dhamtari four lane road is being constructed and it needs to be extended upto Bastar which is situated two hundred and fifty kilometers ahead. The people of my constituency are constantly demanding from the Union Government that Bastar should be connected with a four-lane road. The 85 kilometer four lane road is being constructed at a snail's pace. There is a need to increase its pace further so that the work of 85 km road is completed at the earliest.

SHRI HAJI FAZLUR RAHMAN (SAHARANPUR): Thank you HON. Speaker Sir. As we all know that the ongoing war between Russia and Ukraine is getting longer. Because of this, the fate of our 18 thousand students who were getting education in Ukraine and out of them 87 students are from my district Saharanpur, is hanging in balance. Their parents are worried, students are also worried whether their courses will be completed or not.

I demand from the Government of India that the students and their parents should be assured that arrangements will be made to enable them to complete their courses and their education. Along with this, I also demand that the Government of

India should make such an education policy, especially for the student of MBBS that our children should not have to go out of India and they can persue MBBS courses here.

[English]

KUMARI GODDETI MADHAVI (ARAKU): Sir, I would like to bring to the notice of this august house that Paderu Agency area falls under my Parliamentary Constituency of Araku. In my Parliamentary Constituency, coffee is grown in an area of 1,58,000 acres. Annual worth of coffee grown there is Rs.180 crore to Rs.200 crore. In this regard, a new coffee project, Coffee Shade programmes have been taken up in convergence with MGNREGS in ITDA, Paderu in my Parliamentary Constituency of Araku. I would like to bring to the notice of this House that only the wage component is met from MGNREGS funds and no material component is earmarked in the MGNREGS Fund. The material component is met from the TRICOR funds of Andhra Pradesh State Government. Every year through the implementation of Coffee Shade programmes around Rs.20 crore to Rs.30 crore are pumped directly to the deserving weakest sections in the society. In this regard, I would like to request the Central Government to lend a helping hand to the tribal community in Andhra Pradesh by providing financial support under MGNREGS to the ongoing coffee project in the Paderu Agency Area. Thank you.

DR. BEESETTI VENKATA SATYAVATHI (ANAKAPALLE): Hon. Speaker, Sir, the latest National Family Health Survey (NFHS) has indicated an increase in anaemia among children and women. The NFHS-5, 2018-19 data shows that more than half of the women, in thirteen out of twenty-two States, are anaemic and anaemia among pregnant women has increased in half of the States and Union Territories compared to NFHS-4.

Hon. Speaker, Sir, through you, I would like to request the Ministry of Health and Family Welfare to take additional pro-active measures while trying to address

anaemia among women and adolescents with integrated solutions of supplementary nutrition for infant girl children. Thank you very much, Sir.

[Translation]

SHRI JAGDAMBIKA PAL (DUMARIAGANJ): Hon. Speaker Sir, I'm fortunate that you are in the Chair at this time. You were there in the Kapilvastu festival in Siddharthnagar. Today, Sarnath, Kushinagar, Kapilvastu and Shravasti have an important place in the Buddha circuit. This is the birthplace of Gautam Buddha. Today, millions of tourists from all over the world who have faith in Gautam Buddha visit there. University of Calcutta, Department of Archaeology, excavated there, an urn was found in Piparvaha Kapilvastu, the capital of King Shuddhodhana, father of Gautam Buddha. It is kept in National Museum Delhi. The Government of India has set up a National Museum at Kapilvastu in Siddharthnagar, which you are also aware of.

Hon. Prime Minister Narendra Modi Ji, gave a message that the world believe in the idea of war but we believe in idea of Gautam Buddha. Buddha means peace, compassion, affection and non-violence. Today, there are two urns in the National Museum at the birthplace of Gautam Buddha as a symbol thereof. If one of the two urns is placed there, lakhs of tourists visiting to the Buddha Circuit, Sarnath, Kushinagar, Kapilvastu, Kaushambi and Shravasti, will able to see it. Through you, I would like to place my demand for this. Thank you.

[English]

DR. K. JAYAKUMAR (TIRUVALLUR): Hon. Speaker, Sir, thank you for giving me the opportunity to speak.

I rise to bring to the attention of the hon. Minister of Civil Aviation the inconveniences faced by the airlines passengers, particularly in the southern sectors. For example, if your flight starts from Chennai to Madurai, the cabin language used is either Hindi or English. About 80 per cent of the passengers are Tamil

understanding passengers and about 80 per cent of the passengers do not understand what announcement is made. Therefore, I register here that the announcement made, inside the flight, is only a formality and it is not really intended or meant for the passengers to understand. This is unfair and unethical and such practices should not be allowed in a democratic country where we have multi-cultural facilities.

Therefore, I sincerely request you to guide the Ministry of Civil Aviation to use the local language or the vernacular language in the cabin of the aircraft.

[Translation]

SHRI VIJAY KUMAR (GAYA): Hon. Speaker Sir, through you, I would like to request the Hon. Minister of the Government of India, Shri Jyotiraditya Scindia Ji to introduce flights from Gaya to Mumbai and Gaya to Chennai. Along with this, the flights from Gaya to Delhi should be run on daily basis. Many religious people visit Gaya. The domestic and foreign tourists also visit there. People from every corner of the country and also from abroad come here for *Pinddaan*.

I would like to urge that flights should be made available there at daily basis. Thank you.

SHRI RAMSHIROMANI VERMA (SHRAWASTI): Hon. Speaker Sir, through you, I request the Hon. Minister of Education to allow MPs to recommend 50 children instead of 10 for admission in Kendriya Vidyalaya. Along with this, hostel facility should be provided for the children to stay in the Kendriya Vidyalayas.

Navodaya Vidyalayas also run under the administration of Kendriya Vidyalayas in our country. It is requested that MPs should be allowed to recommend at least 50 children for admission in Navodaya Vidyalayas. This will promote education. My Lok Sabha Constituency Shravasti falls under Scheduled Caste and Scheduled Tribes dominated region.

[English]

***SHRI K. NAVASKANI (RAMANATHAPURAM):** Hon. Speaker Sir, Vanakkam. In my Ramanathapuram parliamentary constituency, Ramanathapuram district pregnant women are very much affected by Anaemia. I request that medical teams should be set up at the district level to identify such anaemic pregnant women and give them treatment. I urge that the Paramakkudi Government hospital should be upgraded as District Government Hospital besides allocating adequate funds under National Health Mission for appointment of additional staff members. The Rameswaram Government hospital has been functioning in buildings aged 60 years and 100 years. There is a danger for life of patients due to these old buildings. I therefore urge upon the Union Government that under the National Health Mission funds should be allocated for construction of new buildings and a 60-bedded hospital. Thank you.

[Translation]

SHRI NAYAB SINGH SAINI (KURUKSHETRA): Hon. Speaker Sir, thank you very much for giving me the opportunity to raise matter of public importance related to my Parliamentary Constituency Kurukshetra during Zero Hour.

The passenger trains no. 01501 and 01502 and 04522 and 04523 running between Jagadhri and Ambala used to have halt at Saraswati Nagar, Barara and other local stations before the Corona pandemic which have been stopped during lockdown. Now all the offices, schools and colleges are open with 100% manpower.

Through you, I request the Hon. Minister of Railways that the trains which were stopped during the Corona period should be started again. Bhiwani Ekta Express used to run from Chandigarh to Rohtak. It should also be restarted. This will benefit the employees. Thank you.

* English translation of the speech originally delivered in Tamil.

SHRI ANUBHAV MOHANTY (KENDRAPARA): Hon. Speaker Sir, the CGHS rate slabs in our country was last revised in the year 2014. After revision, the rate for indoor and outdoor consultation was approved respectively for Rs.300 and Rs.150. *[English]* It is not only for consultation fees but also the rates for popular procedures are very low. For a normal delivery, Rs. 9,200 is paid to National Accreditation Board for Hospitals and Healthcare Providers under CGHS which includes all the services of the hospitals as well. This is in sharp contrast to Rs. 50,000 plus being charged currently in TIER-I cities from private patients. *[Translation]* The rate of chest X-ray in rate slab is Rs 65. While institutions say that the cost of film or raw material used for X-ray is more than it. The doctors across the India are demanding that the CGHS rate slabs should be revised. *[English]* With due respect to doctors especially to super speciality doctors, they have been refusing to provide services under CGHS due to low rates. This makes it further difficult for hospitals to keep conforming to provide services towards patients because the services are getting hampered. Delay in release of funds from the Central Government under the CGHS Scheme *[Translation]* this is also creating lot of problems as private hospitals are not ready to entertain the CGHS card holders beneficiaries. The patient keeps on running from one hospital to another even in bad condition.

As, they have to avail benefits. *[English]* Unfortunately, patients are being denied by the hospitals. They are ignoring and rejecting appointments and also are making excuses like unavailability of doctors to CGHS beneficiaries. In fact, CGHS beneficiaries are seen with a biased eye by them, like he or she is a beggar and cannot be charged huge sums of money. I hope, with the increase in treatment rates, hospitals will treat them without any disparity. It should be mandatory for all the hospitals in India to empanel themselves under CGHS. I also suggest to set up a dedicated 24x7 Empanelled Hospital Complaint Cell to look into the matters of dispute between the patients and the empanelled hospitals. This will help in strengthening the quality of services of paid hospitals. *[Translation]* The staff of Air India has now been privatized and prior to this the retired staff of Air India has also

not been included under CGHS. *[English]* Sir, I would like to request, through you, to kindly look into this matter.

Thank you.

[English]

SHRI VE. VAITHILINGAM (PUDUCHERRY): Hon. Speaker, Sir, thank you for giving me this opportunity during the 'Zero Hour'. The Central Government has started so many Central universities and technical institutions in various States and Union Territories. These universities impart education in various fields. Recently, the Central Government has started the Central Technical University in Ladakh. The Union Territory of Puducherry also has a Central University. But there is no reservation for the resident students of Puducherry and not just Puducherry but also for resident students of Andaman and Nicobar Islands and Lakshadweep. There is no quota meant for those students. Moreover, the Union Territories do not have any university of their own. The students of the Union Territories are affected.

Sir, I would like to request the Minister concerned to provide for reservation to the students of the Union Territories, particularly for students of Puducherry, Andaman and Nicobar Islands and even for Ladakh. The Government can provide for 25 per cent reservation for the students of the Union Territories.

Thank you.

[Translation]

DR. MANOJ RAJORIA (KARAULI-DHAULPUR): Hon. Speaker Sir, through you, I would like to draw your attention to a very sad incident in Rajasthan and seek your patronage. A very condemnable incident took place on the evening of March, 15 in Dholpur district of my Parliamentary Constituency Karauli-Dholpur. A Scheduled Caste woman was returning home with her husband and children after harvesting the mustard crop from the field. On the way, some miscreants thrashed the woman's husband at gunpoint and stripped her naked in front of her children and raped her. Such incidents have become common in Rajasthan. If you see, atrocities

on *Dalits* and women have increased during the last three years. I would like to draw your attention that a Congress leader goes to Uttar Pradesh and says that I am a girl, I can fight. I would like to find out that leader too. When will that leader reach Rajasthan to fight for the women of Rajasthan and especially the women belonging to the scheduled caste and when will she come to Dholpur and will stand for the protection of the women or will she just deliver speech in Uttar Pradesh?

I would like to urge you that Rajasthan is on the top position in the country in terms of rape incidents, where the incidents of crimes are increasing rapidly. I would like to seek protection from the Hon. Home Minister and from you that a special high-level committee should be formed which should conduct a high-level inquiry into the incidents of rape and crimes that have taken place in Rajasthan during the last three years and the report should be placed on the Table of the House and stringent action should be taken against the criminals.

SHRI DULAL CHANDRA GOSWAMI (KATI HAR): Thank you, Hon. Speaker Sir. Through you, I would like to put a very important issue in the House. In the olden times, there used to be a level crossing on the railway line through which traffic used to pass and when a train would arrive it would be closed. Later, in the course of development, ROB's are being built where more trains pass. In rural areas, RUBs are built under the railway track.

Hon. Speaker Sir, I would like to state that the concept of RUB is fine where there is a dry area but in my constituency, in my railway division, water fills in the RUBs due to floods. Water fills in the RUBs even in the rains.

For six and seven months of the year, there remain three or four feet of water in the RUBs. The cost of constructing one RUB ranges from Rs 75 lakh to Rs 1 crore 20 lakh or Rs 1 crore 25 lakh. There are thousands of RUBs failures. All the RUBs built in my district are failures.

Sir, through you, I request Hon. Minister of Railways that an inquiry should be conducted by experts on this. People's communication is stopped due to failure of

RUBs. It should be investigated and should be built with modern techniques. Action should also be taken against those who have given wrong concept to the Government regarding flood effectors and rainy areas.

[English]

SHRI C.N. ANNADURAI (TIRUVANNAMALAI): Sir, I wish to draw the kind attention of the hon. Minister for Communications towards the big BSNL network in Tiruvannamalai and Tirupattur districts of Tamil Nadu causing a lot of inconvenience.

There is an immediate need for setting up of adequate number of mobile towers of higher capacity by BSNL or any other private party on priority basis. The hon. Minister is requested to arrange for laying of mobile network with 4G facilities in Javadhu Hills, Pudurnadu Hills and Yelagiri Hills which are inhabited by tribal people.

Furthermore, there is an urgent need for conversion of the existing 2G and 3G mobile network into 4G and capacity enhancement of the existing mobile towers to enable smooth communication.

[Translation]

SHRI MALOOK NAGAR (BIJNOR): Sir, thank you very much for giving me the opportunity to speak in Zero Hour. Farmers of the entire country and western Uttar Pradesh are happy with the withdrawal of these three bills but their losses have not been compensated by conducting a survey during the Corona period. Payment of sugarcane has been pending for a long time. The mill- owners are not sending the procurement-slips for the sugarcane that is planted in the fields. They are not buying sugarcane. It will compel the sugarcane farmers to either sell their crops in the local market at a very low rate or let it destroy in the field itself.

Sir, through you, I would like to request the Government that their pending payment should be cleared immediately and arrangements should be made to get the sugarcane that is planted in the fields sold at the mill rate.

SHRI JASBIR SINGH GILL (KHADOOR SAHIB): Hon. Speaker Sir, through you, I would like to draw the attention of the Government towards the rising prices of edible oil. During the last two years its price has scaled up almost two times due to various reasons. Through you, I would like to request the Government that the major portion of the consumption demand for oil in the country is catered through import which costs our precious foreign exchange. Larger share of the reserves are spent on such imports.

Sir, I request the Government, through you, to increase the MSP of mustard and sunflower to Rs 5,000 per quintal because the said oilseeds are grown at a large scale in Punjab.

HON. SPEAKER: MSP of mustard?

SHRI JASBIR SINGH GILL: Yes. Hon. Speaker Sir.

HON. SPEAKER: At present, the price of mustard is Rs 7,000 per quintal.

SHRI JASBIR SINGH GILL: Hon. Speaker Sir, I want to make corrections. Its price should be increased to Rs 7,500 per quintal. It should be procured by the Government so that people do not suffer.

[English]

SHRIMATI CHINTA ANURADHA (AMALAPURAM): Sir, since COVID-19 was specially notified as a disaster under India's National Disaster Management Act, victims were guaranteed the right to compensation. Part IV of the Constitution ensures socio-economic justice to the people and establishes India as a welfare State. The ex-gratia payment of Rs. 50,000 each to the relatives of every COVID-19 patient is a welfare gesture essential to a welfare State. The Central Government

announced payment of compensation of Rs. 50,000 to relatives of patients who died due to COVID-19.

There have been execution discrepancies in the process. Not just this, claims are rejected as victims were tested negative at the time of their death. As only time can heal the wounds of such a family, the Government's ex-gratia gesture can help people gain confidence in the welfare State. As families were devastated by the deaths of loved ones, bread earners due to COVID-19, the Government must increase the amount of compensation and must record reasons for claim rejection, and the Government should boost the compensation process.

***SHRI G. SELVAM (KANCHEEPURAM):** Hon. Speaker Sir, Vanakkam. Sansad Adarsh Gram Yojana. Under this Scheme a village has to be selected and necessary infrastructure such as educational institutions, health care facilities, all internet facilities, agriculture have to be developed in the selected village. But this Scheme lacks implementation. When a village is selected under this Scheme, the people of that village have great expectations. But the Hon MP is unable to implement this Scheme for want of specific funds. Therefore I request that a special fund should be allocated for Sansad Adarsh Gram Yojana for spending on the specific purpose for which it has been created. Thank you.

[Translation]

SHRI ABDUL KHALEQUE (BARPETA): Hon. Speaker Sir, thank you for giving me the opportunity to speak. I express my gratitude to you that I also have got the opportunity to speak along with all the Honourable Members till late in the night.

Hon. Speaker Sir, my district Barpeta had an airport during the Second World War. During the freedom struggle, partial damage was done to that airport under the leadership of freedom fighter, Brijnath Sharma. Later, again some portion of the

* English translation of the speech originally delivered in Tamil.

airport was lost due to the river bank erosion in that area. Through you, I would like to request the Civil Aviation Ministry to revive that airport and if it is not possible then I would like to request the Defence Minister to build a War Memorial of Brijnath Sharma at the place where that airport is situated.

SHRI HANUMAN BENIWAL (NAGAUR): Hon. Speaker Sir, through you, I would like to draw the attention of the Hon. Minister towards the situation arising out of the award issued by the Railways for land acquisition for laying a special railway track in the Nawan area of my Parliamentary Constituency Nagaur and would like to mention that a number of small scale industries in this Nawan area have been engaged in salt production for years and the salt produced here is world famous for its quality. Moreover salt from this area is supplied to the many other States of the country. Railway officials issued an award for land acquisition for laying a special railway track through the salt industries belt without properly analysing the situation which will not only affect 200 small scale industries but will also affect the structure of the world famous Sambhar Lake. This lake attracts foreign Siberian birds which breed on the wetland land here. Their species will be adversely affected due to laying of the tracks.

Hon. Speaker Sir, I would like to request the Hon. Minister that wetland land comes under the protected category and as per the directives of the National Green Tribunal (NGT), such land cannot be used for any construction works. In such a situation which railway officials have issued the award for acquisition of land for such a project? This is a matter of investigation. I would like to demand, through you, that the Ministry of Railways should constitute a committee and send it to the spot and hold talks with the salt traders to understand the gravity of the situation and take appropriate steps to save hundreds of small salt industries. Moreover, until the report of the committee is received, the Railways should be restricted to carry out any construction or demolition works and the project should be reviewed sympathetically in favour of the small scale salt industries. The work in that area should be done as per the will of the people associated with the salt industry and if

they ask for compensation or put any other reasonable demand before the committee then it should also be considered favourably.

[English]

LIST OF MEMBERS WHO HAVE ASSOCIATED THEMSELVES WITH THE ISSUES RAISED UNDER MATTERS OF URGENT PUBLIC IMPORTANCE

Members by whom matters of urgent public importance were raised.	Members who associated themselves with the issues raised.
Shri Mahabali Singh	Shri Ram Mohan Naidu Kinjarapu Shri K. Navaskani
Shri Sudip Bandyopadhyay	Shri N.K. Premachandran Dr. DNV Senthilkumar S. Shri K. Navaskani
Shri B. Manickam Tagore	Dr. DNV Senthilkumar S. Shri K. Navaskani
Shri Sridhar Kotagiri	Dr. DNV Senthilkumar S. Shri K. Navaskani
Shri Kuruva Gorantla Madhav Shri Adhir Ranjan Chowdhury Shri Rahul Kaswan Shri N.K. Premachandran Kunwar Danish Ali Shri Rajmohan Unnithan Shri Anumula Revanth Reddy Shri Ram Mohan Naidu Kinjarapu Shri Santokh Singh Chaudhary Shrimati Satabdi Roy (Banerjee) Shri Dhanush M. Kumar	Shri K. Navaskani

Shrimati Sangeeta Azad Shri C. P. Joshi Shrimati Navneet Ravi Rana Shrimati Vanga Geetha Viswanath	Shri K. Navaskani Shri Malook Nagar
Shri M. Selvaraj Shri A. Ganeshamurthi Kumari Ramya Haridas	Shri K. Navaskani Shri Dhanush M. Kumar
Dr. DNV Senthilkumar S.	Shri K. Navaskani Shri Dhanush M. Kumar Shri G. Selvam
Shri Ritesh Pandey	Shri K. Navaskani Shri Malook Nagar
Shri Sunil Kumar Singh	Shri Rahul Kaswan
Shri Dulal Chandra Goswami	Shri Jagdambika Pal
Shri Hanuman Beniwal Shri Ramshiromani Verma Shri Jagdambika Pal Shri Haji Fazlur Rehman Shri M.K. Raghavan Shri Shyam Singh Yadav	Shri Malook Nagar
Shri C. N. Annadurai Dr. K. Jayakumar Shri K. Navaskani	Shri Dhanush M. Kumar
Shri G. Selvam	Shri Dhanush M. Kumar Dr. DNV Senthilkumar S.
Shri Malook Nagar	Shri Jagdambika Pal

[Translation]

HON. SPEAKER: The House is adjourned till 11 a.m. on Tuesday, March 22, 2022.

21.39 hrs

*The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 22, 2022/
Chaitra 01, 1944 (Saka).*

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