

1	2	3	4	5	6
17. Nagaland		14,354	..	35,747	50,101
18. Orissa		5,20,432	11,50,160	3,81,072	20,51,664
19. Punjab		2,00,105	2,56,632	7,054	4,63,791
20. Rajasthan		4,66,027	11,52,597	2,90,443	19,09,067
21. Sikkim		9,394	..	..	9,394
22. Tamil Nadu		8,28,817	10,88,674	60,732	19,78,223
23. Tripura		46,160	..	99,965	1,46,125
24. Uttar Pradesh		9,78,354	36,50,793	5,26,186	51,55,333
25. West Bengal		9,06,011	85,057	5,05,110	14,96,178
26. Chandigarh		1,667	1,696	..	3,363
27. Dadra and Nagar Haveli		1,290	1,508	..	2,798
28. Daman and Diu		415	700	..	1,115
29. Delhi		10,978	..	..	10,978
30. Lakshadweep		91	..	..	91
31. Pondicherry		26,049	15,483	..	41,532
32. Andaman & Nicobar Islands		3,567	1,188	..	4,755
Total		93,65,134	164,59,226	37,20,779	295,45,139

### Recommendations of National Commission on Urbanisation

\*175. SHRI MADAN LAL KHURANA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the recommendations of the National Commission on Urbanisation relating to Delhi concerning his Ministry; and

(b) the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The National Commission on Urbanisation have made recommendations on a wide range of subjects pertaining to transport but no specific study and recommendation has been made in respect of Delhi.

(b) Does not arise in view of answer to (a) above.

### Growth Rate

\*176. SHRI SRIBALLAV PANIGRAHI: Will the Minister of FINANCE be pleased to state:

(a) whether the World Economic Survey brought out by the United Nations indicates that the Growth rate in India will be retarded in the process of correcting growing disequilibrium in the external accounts;

(b) if so, the factors responsible therefor; and

(c) the steps the Government have taken or propose to take in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI RAMESHWAR THAKUR):**

(a) Yes, Sir. While dealing with the impact of Gulf crisis and the recession in some developed countries on the economics of developing countries in Asia, the World Economic Survey 1991 has observed that:

“In India, in particular, the growing disequilibrium in the external account is the most worrying aspect of the present situation, in that probably output growth will be retarded again in the process of correcting it”.

(b) and (c) Several factors have contributed to the growing disequilibrium in the external accounts. These, among others, include: declining self-sufficiency in production/consumption of crude oil and petroleum products, a steady erosion of the surpluses in the invisible account in financing the trade deficit, unfavourable climate for concessional assistance, the bunching of debt service obligations on past borrowings and growing fiscal imbalances. These strains were further compounded by the crisis and the war in the Gulf during 1990-91.

A number of steps have been taken to meet the balance of payment situation. In order to enhance the international competitiveness, improve export performance, contain imports and curb destabilising market expectations, adjustment has been made in the exchange rate of the rupee. Government have also announced significant structural changes in the import-export policy and industrial policy.

For improving the management of the economy, the centre-piece of Government's strategy would be a credible fiscal adjustment and macro-economic stabilization during the current financial year, to be followed by continued fiscal consolidation thereafter.

[*Translation*]

**Construction of Bye Passes**

\*177. **SHRI RAJVEER SINGH:** Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government propose to construct bye-passes in those cities where the National Highways pass through the cities; and

(b) if so, the details of such highways and cities where the bye-passes would be constructed, State-wise?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):** (a) and (b) Construction of bye-passes is accorded a relatively low priority *vis-a-vis*, other developmental works on the National Highway system. During every Plan period, subject to availability of funds and *inter-se* priority among different projects, construction of bye-passes around selected locations are taken up. The bye-passes now under construction are given in the statement annexed.

**STATEMENT**

<i>Sl. No.</i>	<i>NH No.</i>
<b>ASSAM</b>	
1.	NH 37-Jorhat bypass
<b>BIHAR</b>	
2.	NH 28A-Motihari bypass
<b>GUJARAT</b>	
3.	NH 8-Dhoraji bypass
<b>HIMACHAL PRADESH</b>	
4.	NH 22-Simla bypass (Phase II)