

that our army could not hand over all the dead bodies of Pakistani Rangers and terrorists and the Pakistani terrorists dragged them into their side of the border? Please clarify it.

SHRI S. KRISHAN KUMAR: So far as killing by artillery is concerned, such incidents took place on two places, Kargil Sector and Kirani sector. In these incidents some Pakistanis had been killed and their dead bodies were carried away by their own colleagues.

[English]

SHRI SUDHIR SAWANT: There are two types of firing which takes place on the borders. One is called operational firing and another is called incidental firing. There have been large instances.

MR. SPEAKER: You have to ask the question. You do not have to. You ask a question and the Minister is quite capable of answering it?

SHRI SUDHIR SAWANT: As far as incidental firing is concerned, they are caused by small problems on the border. My question is what action are we taking to ensure that these incidental firings which occur from both sides—not only from our side, from both sides—causing lot of tensions on the border and hardship to the troops staying on the border itself because they have to move in the night and also what action are we taking to control the firing which are taking place on the border on small matters which are purely incidental?

SHRI S. KRISHAN KUMAR: Sir, the hon. Member is correct to this extent that some amount of firing takes place because of construction of bunkers and other activities by Pakistan close to the line of control. But, all these issues are matters of continuous dialogue and discussion between the Directors-General of Military Operation and as I said this is a continuous process.

[Translation]

PROF. PREM DHUMAL: Mr. Speaker, Sir, the hon. Defence Minister stated in his reply that a meeting at the foreign secretaries-level was held. The main question was whether any meeting of the commanders was held. I want to know it because Pakistan has adopted an offensive attitude and unrest is taking place in our country. Is the Ministry of Defence satisfied that mere talks at Defence-secretaries level is enough or whether our Government would take measures to hold talks at the diplomatic level so that dialogues could be exchanged at higher levels. Will the Government try to take repulsive measures by our army to relate Pakistani infiltration. I would like to have a categorical reply.

[English]

SHRI SHARAD PAWAR: We have sent our military delegation to Islamabad, Pakistan about two months back and there was a detailed discussion about this type of incidents. By and large, whatever agreement was reached there, after that meeting, there are not so many incidents. There are some minor incidents but there is a little bit improvement in the border situation.

SHRI PAWAN KUMAR BANSAL: Sir, I would like to know from the hon. Minister as to the number of incidents where firing by Pakistani forces was resorted to provide cover to various people intruding into the Indian territory.

MR. SPEAKER: No, that kind of statistics will be supplied later on.

Widening and development of Cuttack-Calcutta Section of National Highway No.5

*26 **SHRI ANADI CHARAN DAS:**
DR. KARTIKESWAR PATRA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the National Highway No. 5 from Cuttack to Calcutta is the only road of the coastal area connecting Calcutta and is having high traffic density;

(b) if so, whether the Government propose to develop and widen this portion of National Highway to two/four lanes in different sections between these two major cities;

(c) if so, the details of the proposal and the World Bank assistance sought for the development of the aforesaid National Highway in Orissa; and

(d) the details of survey made in this regard and the decision taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) Yes, Sir, National Highway No. 5 running close to the coast is the primary route for long-distance traffic from Cuttack towards Calcutta and is generally having high traffic intensity. However, starting from Cuttack, NH No. 5 does not go right upto Calcutta, but only upto junction with NH 6 at Jharpokharia. From there NH 6 provides the connection to Calcutta.

(b), (c) and (d). The entire stretch from Cuttack to Calcutta along National Highway No. 5 and 6 is already two-lane wide. Further widening to four lanes will depend on allocations in the VIII Plan which is not yet finalised, availability of resources and inter-se priorities on all-India basis. However, four-laning in the adjacent section from Bhubaneswar up to Cuttack extending up to Jagatpur, having an estimated cost of Rs. 110 crores, has been projected to the World Bank for assistance under the proposed Second National Highway Loan. Negotiations for the loan have been completed. However, the loan is yet to be signed by the World Bank. Surveys for the aforementioned project have

been practically completed and detailed plans are nearing finalisation.

[*Translation*]

SHRI ANADI CHARAN DAS: Mr. Speaker, Sir, all the vehicles coming from Madras via Tamilnadu and Andhra Pradesh ply through the national highway No.5 in Orissa. On account of this, the traffic is intense from Calcutta to Bhubaneswar. There is hardly a day when one or two accidents do not take place between Bhubaneswar and Jagatpur. Does the Government propose to widen this portion of the national highway?

MR. SPEAKER: Please ask question. You need not deliver a speech.

SHRI ANADI CHARAN DAS: I am not making any speech. I am speaking on this basis. Why the provision of Rs.110 crore was not spent for the highway? Secondly, there is no Express Highway other than this in Orissa. This is the only highway for other States also. Please state whether the Government is going to do something in this regard on the basis of the survey conducted by the World Bank.

SHRI ASHOK GEHLOT: Sir, as has been stated in the reply, a scheme for Rs. 110 crores has been chalked out for this work. Out of this amount fullaning work on 2.8 kilometre long highway has been completed. Only one or two months work remains to be done. Survey and land acquisition work of remaining 25 kilometre long road from Bhubaneswar to Cuttack-Jagatpur is almost complete. As soon as it is completed, the work will be undertaken. The land for this purpose has been acquired and its survey too has been completed. After receiving the sanction, a three year target has been fixed for the work. I am of the view that the Eighth Five Year Plan is yet to commence and without knowing the plan proposals, I am not in a position to say anything as to how much work can be undertaken. For the time being we have taken up widening of 2.8 kilometers long stretch out of it.

SHRI ANADI CHARAN DAS: My next question is about the national highway. It is not coming direct from Calcutta. It takes a turn at Jharpokharia and takes another route. There is no straight way. Many buses clandestinely carry goods through the road on the newly constructed bridge on river Suvarnarekha. Does the Government propose to convert it into a national highway? I have reasons to say. If one travels from Calcutta to Bhubaneshwar via Balasore, the distance is reduced by 70 kilometre whereas now one has to take a round about way. I, therefore want to know whether the Government proposes to take it over. If so, the details thereof.

SHRI ASHOK GEHLOT: At present, there is no such proposal.

[*English*]

SHRI K.P. SINGH DEO: Sir, in the Part-(a) of the answer it is said that the National Highway No.5 running close to the coast is the primary route for long distance traffic. It is no more the primary route from Cuttack to Calcutta. There are two other routes which have become primary routes, as a result of NALCO and other mineral industries. Since the Eighth Plan is in the formulation, as said by the hon. Minister, I would like to know from the Government whether they would consider upgrading these two routes, namely the Expressway through the Chandikkol via Sukinda, Bhuban, Kamakhyanager and Talcher and the other one being Chowdwar to Dhenkanal to Sambalpur. Both these routes are taking traffic upto 30 tonnes of weight and the classification of the same is only upto ten tonnes.

[*Translation*]

SHRI ASHOK GEHLOT: Sir, there are so many proposals from all the states. I am not in a position to say anything at all about the road the hon. Member made a mention of, till the Eighth Five Year Plan is finalised. We will see what can be done in this regard.

Foreign Loans

28. **SHRI ANAND RATNA MAURYA:**
SHRI BHUVNESHWAR PRASAD MEHTA:

Will the Minister of FINANCE be pleased to state:

(a) the amount of foreign loans taken by the Government so far from various sources, separately under the new financial policy;

(b) the steps being taken by the Government to pay back these loans;

(c) the amount of interest to be paid on these loans and the likely impact of such huge amount of interest payments on the Indian economy; and

(d) the future plans of the Government to repay the loans and improve the economic condition of the country?

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI RAMESHWAR THAKUR): (a) to (d). A Statement is laid on the Table of the House.

STATEMENT

(a) There is no separate category of loans being taken by the Government under any new financial policy. Financial policy measures are a part of a number of policy initiatives taken for enabling continued and enhanced access to the traditional sources of obtaining foreign loans.

(b) to (d). The repayment of loans and amount of interest to be paid would depend on the drawal schedules and terms & conditions of individual loans. The Government will ensure that this burden does not exceed the capacity of the economy to service such loans. The Government have already introduced a programme of economic reforms aimed at short-term stabilisation combined