

come 67%. I would like to know whether Government is contemplating to appoint an expert committee to decide these things as per the recommendations. Why has it not been constituted in pursuance of these recommendations?

[English]

SHRI SHANTARAM POTDUKHE: Sir, this is a very important question as 40 lakh Government employees are involved in this. As I said, the matter is with the Committee and when the Committee recommends, then we will take the decision.

SHRI RAM KAPSE: Sir, the Minister just now while replying to the supplementary has said that orders will be issued about the Committee. The Committee will submit its Report after four months. As per the knowledge of the House, there are some instalments of Dearness Allowance which have not yet been paid. So, whether the Government will pay the instalments of the Dearness Allowance before the finalisation of the Report of the Committee or whether it will pay the Dearness Allowance after the submission of the Report of the Committee that I want to know. I want to know whether it will await for that.

THE MINISTER OF FINANCE (SHRI MANMOHAN SINGH): Mr. Speaker, Sir, there is a slight confusion. I would like to clarify the position. There is a Committee under the Finance Secretary. It includes representatives of the staff side which is going into the question of the treatment of Dearness Allowance for purposes of merger into Dearness Pay. Now this Committee has had one Meeting. This matter is under consideration of this Committee.

My colleague, the hon. Minister has referred to the appointment of another Working Group. That is yet to be appointed. That will go into this whole question of wage structure, Dearness Allowance structures in Government, in public sector.

So, that group is yet to be constituted.

As far as the payment of Dearness Allowance is concerned, whenever payment falls due, the Government will take appropriate action.

[Translation]

SHRI MOHAN RAWALE: Dearness allowance is paid to the Government employees to compensate the price rise but Government is levying income tax even on dearness allowance which is not actually an income. I would like to know from the Finance Minister whether Government have any proposal to exempt a part of dearness allowance from Income Tax.

[English]

SHRI MANMOHAN SINGH: I appreciate the motivation behind this question. I must confess that taking into account the finances of the State Governments, it is not possible to implement this suggestion.

I would like to inform the hon. House that 85 per cent of the income tax goes to the States. It is very easy for the Union Finance Minister to give bounties to say that tax rates will be reduced, exemptions will be increased but the biggest sufferers of that will be the States.

If we worry the finances of the State Governments, then I think we have to balance various interests and I submit to you that the finances of the State Governments being what they are, we cannot do that.

[Translation]

### New National Highways

+  
\*247. SHRISATYNARAYAN JATIYA:  
SHRI GABHAJI MANGAJI  
THAKORE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of proposals submitted by

the various State Governments for declaration of new National Highways during the Eighth Plan period; and

[English]

(b) the action taken by the Union Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). A statement is laid on the Table of the Sabha.

### STATEMENT

(a) and (b). 135 proposals for declaring new National Highways aggregating to 37,566 kilometres have been received from States and Union Territories. The number of proposals received from different States and Union Territories and the length of new National Highways proposed is annexed. The State Governments and the Union Territories have been requested in October, 1991, to furnish basic information about the routes proposed for addition to the NH System, alongwith justification for each vis-a-vis recommendations made by the N.T.P.C. (National Transport Policy Committee), prescribed criteria for declaring new National Highways, etc.

### ANNEXURE

*An Abstract of Proposals Furnished by State Governments/U.Ts for Declaring New National Highways during 8th Five Year Plan*

S. No	State	No. of Proposals	appx. Length Kms.
1.	Andhra Pradesh	19	6045
2.	Assam	3	380
3.	Arunachal Pradesh	1	400
4.	Bihar	5	1180
5.	Gujarat	9	2271
6.	Haryana	4	586
7.	Himachal Pradesh	2	618
8.	J & K	1	400
9.	Kerala	5	300
10.	Karnataka	13	4425
11.	Maharashtra	11	4679
12.	Manipur	1	190
13.	Meghalaya	2	220
14.	Madhya Pradesh	14	6656

S. No	State	No. of Proposals	appx. Length Kms.
15.	Mizoram	2	205
16.	Nagaland	1	220
17.	Orissa	2	700
18.	Pondicherry	1	39
19.	Punjab	5	915
20.	Rajasthan	5	1480
21.	Sikkim	1	30
22.	Tamil Nadu	16	3355
23.	Tripura	1	135
24.	Uttar Pradesh	6	1642
25.	West Bengal	5	495
Total		135	37,566

[Translation]

SHRI SATYNARAYAN JATIYA: Mr. Speaker Sir, under the Eighth Five Year Plan, the proposals received for the construction of roads, involve an expenditure of Rs. 13350.60 crores, out of which Madhya Pradesh has forwarded the proposals worth Rs. 646 crores. The proposals which were forwarded by Kerala are worth Rs. 606.83 crores. As you know, Madhya Pradesh, from the point of view of area is the biggest state where the roads are only 0.70 per cent. I would like to know through you whether those seven roads of M.P. which were to be declared as National Highways as recommended by the N.T.P.C. in 1984 have been included in the Eight Five Year Plan?

[English]

SHRI JAGDISH TYTLER: Sir it is not possible.

[Translation]

SHRI SATYNARAYAN JATIYA: As the Minister has said it is not possible then what is possible, which can be done. N.T.P.C. had formulated a policy in 1984 and had recommended that the roads should be constructed in those states where there is dearth of roads so that demand for roads could be fulfilled. In the light of these recommendations I would like to know through you as to what is possible and what is not possible.

[English]

SHRI JAGDISH TYTLER: It is a good question. There are proposals which we have received from the State Governments adding upto 37,566 kms; that is more than the length of the present National Highways present in the country. Now, looking at the number of proposals, we have already requested the State Governments to send us

proposals not just like Members of Parliament or public men ask for this, they should send the proposals looking at the financial position of the Government where priority should be given. So, we have already send a form to the State Governments. I am sorry, it has taken such a long time. Only one or two States have responded; the other States have not responded. Would you be kind enough to tell your Chief Minister to fill up that form which the Central Government has sent where we can write which are the priorities looking at the financial position. If my budget permits, we will surely see what we can do.

[Translation]

**SHRI GABHAJI MANGAJI THAKORE:** Mr. Speaker, as far as Gujarat is concerned a proposal of total length of 4066 kms. was sent to the Central Government. In this connection, I would like to state that since the creation of Gujarat in 1961, a decision was taken to construct 3600 kms. of roads upto 1981 but only 1700 kms of roads have been constructed so far. The hon'ble Minister has stated in his reply that every state should give the justification complete details. I would like to submit that the population of Gujarat goes on increasing..... (Interruptions).....

**MR. SPEAKER:** You have to ask a question and so many members also have to ask questions. Only yesterday it was said that we would be able to ask only 10-11 questions. If we deliver speeches, we shall not be able to reach even that figure.

**SHRI GABHAJI MANGAJI THAKORE:** We would get an opportunity to explain.

**MR. SPEAKER:** I have given you a chance. You may ask the question.

**SHRI GABHAJI MANGAJI THAKORE:** Mr. Speaker, Sir, the industrialization is increasing and the number of vehicles is also going up. Traffic jam is a common phenome-

non on Road crossing causing loss to the nation, due to wastage of petrol and diesel. ... (Interruptions).

**MR SPEAKER:** You are not coming to the question. I shall disallow you.

**SHRI GABHAJI MANGAJI THAKORE:** My question is that keeping all these things in mind what action has been taken on the proposals sent by the Gujarat Government to the Central Government and the time by which these proposals would be implemented?

[English]

**SHRI JAGDISH TYTLER:** The Government of Gujarat has sent nine proposals which include approximately 2271 kms. So, there is a set of norms for declaring a National Highway. I can only take a decision after looking at the financial position and the budget which my Ministry gets.

**SHRI OSCAR FERNANDES:** The answer given by the hon. Minister regarding there being demand for all the States, it is not possible for the Government of India to take up so many roads under the National Highways, will there be a new approach? At present, we are using asphalt and a lot of money is spent on maintenance of roads. Will the Government of India, Ministry of Surface Transport, decide to go in for RCC cement?

**SHRI JAGDISH TYTLER:** I am very glad that the hon. Member has put this question. The Karnataka Government has sent 13 proposals asking us to declare 4425 kms as National Highways. We have already, as I have mentioned decided to bring before Parliament a bill amending the NH Act to enable levy of fee on private sector in development of National Highways, private participation. It is also true that cemented roads last very long time. Most of my budget goes for repairing and maintaining of the National Highways. We have already started this experiment; and we will consider this in future.

[Translation]

SHRI NITISH KUMAR: Mr. Speaker, Sir, in view of an attempt to remove the regional imbalances in some of the States where the road-availability is less than the national average, will the Government make any changes in its policy and construct the national highways in these areas on priority basis. We would also like to know whether the Government would take into account the backwardness as well as the population of the States while allocating funds during the Eight Five Year Plan.

[English]

SHRI JAGDISH TYTLER: This is already a laid down criterion. We already have this laid down.

#### Bank Loans to Farmers

\*248. SHRI DHARAMPAL SINGH  
MALIK:  
DR. VASANT NIWRUTTI  
PAWAR:

Will the Minister of FINANCE be pleased to state:

(a) the amount of loans advanced by public sector banks to farmers in each State during each of the last three years and till date, bank-wise;

(b) the number of farmers benefited, State-wise; and

(c) the position relating to recovery of these loans in each State during the above period, bank-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI DALBIR SINGH): (a) to (c). statement is laid on the Table of the House.

#### STATEMENT

(a) to (c). The process of collection and compilation of detailed data on different aspects about the performance of the banks is a time consuming process and, therefore, the information on various parameters is not available for the same period on a particular point of time. Statewise number of accounts and outstanding advances to agriculture sector by public sector banks as at the end of December, 1988, September, 1989 and March, 1990 (latest available) is give in *Annexure-I*. The bank-wise number of accounts and outstanding amount of advances to the same sector by public sector banks as at the end of December, 1990 and September 1991 (latest available) is indicated in *Annexure-II*. State-wise and bank-wise percentage recovery of agricultural advances (direct finance) as at the end of June, 1988, June, 1989 and June, 1990 is given in *Annexure-III and IV* respectively.