

Fourteenth Loksabha**Session : 5****Date : 16-08-2005****Participants : Jha Shri Raghunath, Baalu Shri T.R., Jha Shri Raghunath, Yadav Shri Devendra Prasad, Modi Shri Sushil Kumar, Baalu Shri T.R., Singh Shri Prabhunath, Nitish Kumar Shri**

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Title : Regarding situation arising out of dilapidated condition of National highways in Bihar and steps taken by the Government in this regard.

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श्री रघुनाथ झा (बेतिया) : अध्यक्ष महोदय, मैं बिहार राज्य के राजमार्गों की टूटी-फूटी हालत के संबंध में माननीय मंत्री, सड़क परिवहन और राजमार्ग मंत्री का ध्यान आकर्षित करना चाहता हूँ।...[R26]...(ब्यवधान)

MR. SPEAKER: Hon. Members, all of you are fully aware and we are trying to allow this Calling Attention because the rules are very clear. You are entitled to ask for one clarification. Even such an experienced Member like Shri Prabhunath Singh has signed another hon. Member's notice. He will not be treated to have given a notice under the rules. It is not my decision. But today he has asked for it. I will allow him but it should not be treated as a precedent.

... (Interruptions)

MR. SPEAKER: Please ask for one clarification. The hon. Ministers are giving very elaborate answers.

... (Interruptions)

MR. SPEAKER: Probably, in future I will request the hon. Ministers concerned to give the copies of the speech to the Members' concerned in advance so that it need not be fully read out. It is another three-page statement.

... (Interruptions)

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Sir, shall I place it on the Table of the House? ...

... (Interruptions)

*In Bihar, the total length of National Highways is 3,629 kms, out of which, at present a length of 799 kms is being developed and maintained by the National Highways Authority of India (NHAI) and the remaining length of 2830 kms is being improved and maintained by the Road Construction Department (National Highways Wing), Government of Bihar, on behalf of this Ministry.

*Also placed in Library, See No LT 2629/05

For obtaining first-hand information regarding the condition of National Highways in Bihar, a tour was

undertaken by me in June 2004 along with the officials of my Ministry and officials of the National Highways Wing (NH Wing) of the Road Construction Department (RCD), Government of Bihar. I would like to mention that I chose Bihar as the first State for review of the status of its National Highways. Discussions were held with the then Chief Minister of Bihar where Union Railways Minister, Union Minister of Rural Development, Minister of State for Human Resource Development, Minister of State for Agriculture, Food & Consumer Affairs and Members of Parliament from Bihar were also present. I personally travelled by road from Patna to Muzaffarpur and from Muzaffarpur towards Kataunjha. Based on the discussions with the State Government and ground realities, various stretches of nine National Highways, aggregating to a length of 890 kms were identified for improvement to four-lanes. These stretches have been included under National Highways Development Project (NHDP) Phase III. Bids for two works, viz., Patna-Bakhtiarpur section of NH-30 and Hajipur-Muzaffarpur section of NH-77, were invited on 'Build-Operate-Transfer' (BOT) basis and there was no response from the entrepreneurs. To resolve this issue, I took a meeting with the Members of Parliament and officials of my Ministry and the Bihar Government on 28th April 2005. It may be mentioned that under NHDP Phase-III, maximum grant allowed by the Central Government in order to make the project viable is 40 per cent of the total civil cost of the project. It is called 'viability gap funding'. On the basis of deliberations in the meeting held on 28th April 2005 and detailed examination of the issues relating to no response to bids under the BOT format, it was felt that increasing the maximum viability gap funding may elicit favourable response from the potential bidders. Therefore, a proposal for increasing the maximum limit of viability gap funding from the existing cap of 40 per cent to 60 per cent, subject to the condition of the State Government providing land needed for the project, is under consideration of the Central Government.

For undertaking immediate repairs on critical road stretches of National Highways in Bihar, works amounting to Rs. 20.00 crores were identified and most of these works have been sanctioned by the Ministry. These works have to be implemented by the NH Wing of the Road construction Department, Government of Bihar.

Under NHDP Phase-I, a length of 206 kms of NH-2 is being four – laned as a part of the Golden Quadrilateral. Work in 137 km length has been completed and work in the remaining 69-km length is in progress.

Under NHDP Phase – II, a length of 513 kms of NH-28, NH-31 and NH-57 is being four-laned as a part of the East-West Corridor. Work in a stretch 122 kms is under implementation and the agency for the construction work in the remaining length of 391 kms is being finalised by the NHAI.

Besides, an aggregate length of 80 kms of NH-57A and NH-28A has been entrusted to NHAI for development and maintenance to provide better connectivity to Nepal. These stretches are included in the NHDP Phase – III. The remaining 810-km long road stretches of NHDP Phase-III are at present being developed and maintained by the Road Construction Department, Government of Bihar.

Further, out of the length of 2,830 kms of National Highways which are not part of NHDP and which are being maintained by the State RCD on behalf of the Ministry on agency basis, an aggregate length of 2,105 kms has been sanctioned for improvement / development and maintenance since 2000-01. Works in the length of

1,685 kms have been completed and in the remaining length of 420 kms, works are at various stages of progress. The balance length of 725 kms of National Highways is planned for improvement during the subsequent years.

I would like to inform this august House that during the last 5 years, a sum of Rs. 352.03 crore has been allocated for development and Rs. 194.06 crore for maintenance of National Highways in Bihar. During the current year the amount allocated is Rs. 79.00 crore for development and Rs. 30.78 crore for maintenance.

During the Ninth Five Year Plan and the Tenth Five year Plan, 2,373 kms of State roads had been declared as National Highways in Bihar. These roads were mainly of single lane/intermediate lane and in dismal condition when they were handed over by the State Government to the Central Government. These National Highways suffered from inherent deficiencies of inadequate width and thickness of pavement, poor geometrics, weak and narrow bridges and culverts, inadequate safety features, etc. A huge investment is required for bringing these roads upto NH standards. However, efforts are being made to remove inherent deficiencies gradually in a phased manner depending upon the availability of funds and inter se priority of other works.

Also, annual devastating floods in North Bihar, lack of capable contractors, erratic supply of bitumen from Barauni Refinery, delay in award of works by the RCD, Bihar, law & order problems, overloading of the vehicles, etc., are major hindrances in the improvement of National Highways in Bihar.

Hon'ble Member of Parliament, Shri Raghunath Jha, has mentioned to me earlier, about NH-77, NH-104, NH-28A and NH-57 in Bihar. I would like to inform that these National Highways are being improved in phases.

As regards NH-77, the Ministry has sanctioned works for reconstruction of six bridges on tributaries of river Bagmati and improvement of a length of 45 kms under the Improvement of Riding Quality Programme (IRQP). With the completion of these bridges, it is expected that flow of traffic on NH-77 would improve considerably.

NH-104 is a single –lane road. The Ministry has sanctioned improvement works on a length of 50 kms on this National Highway. Works for reconstruction of a high-level bridge at Dhubbaghat over the River Bagmati has been sanctioned and entrusted to the Bihar State Bridge Corporation for implementation.

The stretch of road between Piparkoti and Raxaul on NH-28A has been entrusted to the NHAI for maintenance and development. Detailed Project Report for 2-laning with paved shoulders of this road stretch has been prepared by the NHAI.

NH-57 starting from Muzaffarpur is part of the East-West Corridor. Works have been recently awarded for two packages covering a length of 79 kms between Purnea and Forbesganj. Award of works for the remaining length of 231 kms is under process.

I would like to impress upon the Hon'ble Members that we are according high priority to the improvement of National Highways in Bihar.

MR. SPEAKER: The copy of the speech was available earlier. Shri Raghunath Jha, I hope, you have got it earlier. It is good. It is laid on the Table of the House.

... (Interruptions)

MR. SPEAKER: Shri Raghunath Jha, you put your question.

... (Interruptions)

SHRI T.R. BAALU: Sir, I have laid the statement on the Table of the House.

... (Interruptions)

SHRI NITISH KUMAR (NALANDA): Sir, it is about calling the attention of the House. ... (Interruptions)

अध्यक्ष महोदय : छोड़िए भई। कल से होगा।

MR. SPEAKER: I will allow two of the representatives – Shri Raghunath Jha and Shri Prabhu Nath Singh – to represent Bihar.

श्री सुशील कुमार मोदी (भागलपुर) : अध्यक्ष महोदय, हमने भी नोटिस दिया था।... (व्यवधान)

श्री रघुनाथ झा अध्यक्ष महोदय, मैं माननीय मंत्री जी के प्रति अनुग्रहीत हूँ कि गत र्वा 24-25 जून को जब उत्तर बिहार लगभग पूरा बाढ़ में डूबा हुआ था और सारा आवागमन ठप्प था, उस समय +É{ÉxÉä स्वयं बिहार जाने का कट किया था और सुदूर इलाके में भी गये थे तथा वहां की स्थिति को देखा था और लौटकर आने पर पटना में तत्कालीन मुख्य मंत्री तथा राज्य सरकार के पदाधिकारियों और भारत सरकार के ग्रामीण विकास मंत्री के साथ बैठक करने के पश्चात् इन्होंने घोणा की थी कि यह एनएचडीपी- फेज- III के अन्तर्गत 890 कि.मी. पथों का यथाशीघ्र फोरलेनिंग सुपर हाइवे बनाया जाएगा जिससे कि बिहार में पथ-परिवहन की मूलभूत सुविधाओं में सुधार हो और उन्होंने यह भी निर्देश दिया था कि यह कार्य एनएचएआई के द्वारा कराया VÉÉAMÉÉ[R27]।

13.00 hrs

महोदय, NHAI ने माननीय मंत्री जी के उपरोक्त निर्देश के अनुरूप [r28]DPR बनाने हेतु कंसल्टेंट बहाल कर लिया तथा कंसल्टेंट द्वारा कार्य प्रारम्भ कर दिया गया, जो इस प्रकार है - पुरनिया से खगड़िया, एनएच-31-140 किलोमीटर, खगड़िया से बख्तियारपुर, एनएच-31 - 115 किलोमीटर, मोतिहारी से रक्सौल, एनएच-28A - 67 किलोमीटर, फार्मिसगंज से जोगबनी, एनएच- 57A- 13 किलोमीटर, गोपालगंज- छपरा-हाजीपुर, एनएच-85 एवं 19 - 53 किलोमीटर, पटना से बक्सर, एनएच-84 - 132 किलोमीटर, सोनबरसा से मुजफ्फरपुर, एनएच-77 - 89 किलोमीटर और मोकामा से मुंगेर, एनएच-80 - 70 किलोमीटर।

महोदय, उसके बाद इन्होंने बिहार के सांसदों के साथ भी बैठक की और बैठक के बाद अपनी सदिच्छा जाहिर की थी कि मैं यह चाहता हूँ कि बिहार की स्थिति में सुधार हो। इन्होंने जो 890 किलोमीटर सड़कों की फोर लेनिंग करने का फैसला किया, उसमें इन्होंने कहा कि

40 प्रतिशत खर्च केन्द्र सरकार वहन करेगी और 60 प्रतिशत उद्यमियों द्वारा वहन किया जाएगा। इसके लिए टेण्डर भी आमन्त्रित किए गए, लेकिन उसमें किसी भी उद्यमी ने उस टेण्डर में अपनी हिस्सेदारी नहीं की।

महोदय, यह सदन और देश आज पूरी तरह से इस बात से अवगत है कि बिहार की आर्थिक स्थिति क्या है और बिहार में ऐसा कोई उद्यमी नहीं है जो इसमें उस तरह से पैसा लगा सके, जिस तरह से बंगलोर, चेन्नई, मुंबई या कोलकाता में लगाते हैं। इसलिए यह 60 प्रतिशत जो पैसा लगाना है, उसके बारे में मैं माननीय मंत्री जी से जानना चाहता हूँ कि क्या इस कार्य का शत-प्रतिशत खर्च इस विशेष परिस्थिति में केन्द्र सरकार द्वारा वहन किया जाएगा? मैं इसे विशेष परिस्थिति इसलिए कहना चाहता हूँ क्योंकि स्वर्गीय राजीव गांधी जी जब प्रधानमंत्री थे, उन्होंने 5,500 करोड़ रूपए बिहार को सड़क परिवहन के मद में देने की घोषणा की थी। मुझे खुशी है कि वर्तमान सरकार ने इसे स्वीकार करते हुए अपने कॉमन मिनिमम प्रोग्राम में सम्मिलित किया है। मैं आप से यह जानना चाहता हूँ कि क्या आप इस तरह का कोई प्रस्ताव केन्द्रीय मंत्रिपरिषद के पास ले जाना चाहते हैं कि बिहार की बहाली, गरीबी, बेबसी, आवागमन की स्थिति और नेपाल की नदियों से होने वाले नुकसान को मद्देनजर रखते हुए, सड़कों की फोर लेनिंग करने में आने वाले खर्च को एक विशेष पैकेज के रूप में बिहार को दिया जाए और इस कार्य को पूरा करवाया जाए? इस विशेष पैकेज को जिसकी सड़क परिवहन मद में देने की घोषणा स्वर्गीय राजीव गांधी जी ने की थी और जिसे इस सरकार ने स्वीकार किया है, आप उसे देकर बिहार की सड़कों को बनवाने का काम करेंगे?

अध्यक्ष महोदय : कॉलिंग अटेंशन में सभी रोड्स नहीं बनवाई जा सकती हैं।

श्री रघुनाथ झा : महोदय, दूसरी बात यह है कि हमारे यहां जो सड़कें हैं, आप अगर देखें तो उनकी हालत बहुत खराब है।

अध्यक्ष महोदय : वह एक सड़क नहीं बनवा रहे हैं और आप बहुत-सी मांग रहे हैं।

श्री रघुनाथ झा : महोदय, लगभग 2600 किलोमीटर सड़कों की स्थिति बिल्कुल जर्जर है। उसमें से 1100 किलोमीटर ऐसी सड़कें हैं जो बिल्कुल चलने लायक नहीं हैं।

अध्यक्ष महोदय : आप जानते हैं कि यह बहस का समय नहीं है, अपना प्रश्न पूछिए।

श्री रघुनाथ झा : ये सभी सड़कें NHAI की सड़कें हैं और आपने पैसे देने की बात अपने उत्तर में कही है। मैं आपके माध्यम से मंत्री जी से दो-तीन प्रश्न पूछना चाहता हूँ - पहले मैंने कहा है कि क्या आप सड़कों की फोर लेनिंग करने के बारे में कैबिनेट के निर्देश से कोई विशेष प्रस्ताव सरकार को देंगे? दूसरी बात मैं यह जानना चाहता हूँ कि सड़कों के चौड़ीकरण और सुदृढ़ीकरण करने के लिए क्या आपने कोई चरणबद्ध योजना बनाई है कि किस सड़क को आप कब तक पूरा कर देंगे? तीसरी बात यह है कि जो सड़कें बिल्कुल चलने लायक नहीं हैं, क्या आप उनको चलने लायक बनाएंगे[r29]?[r30] मंत्री जी यह भी बताएं कि क्या इसके लिए कोई समय सीमा तय करेंगे कि इतने समय के अंदर बिहार में राजमार्ग की जो टोटल सड़कें हैं, चाहे फोर लेनिंग हो, चाहे स्वर्णिम चतुर्भुज योजना की सड़कें हो या ईस्ट-वैस्ट कोरीडोर योजना की सड़कें हों, इन सभी योजनाओं को आप कब तक पूरा कराएंगे, कृपया अपने जवाब में यह स्पष्ट करें?

MR. SPEAKER : Shri Prabhunath Singh to ask only one question.

श्री प्रभुनाथ सिंह (महाराजगंज, बिहार) : अगर एक प्रश्न पूछने की इजाजत देंगे, तो वह लम्बा हो जाएगा इसलिए मैं दो छोटे-छोटे प्रश्न पूछ लेता हूँ।

MR. SPEAKER : This should not be taken as a precedent. Because you have signed wrongly, therefore, I am allowing you. ठीक है, दो छोटे-छोटे प्रश्न पूछ लें।

श्री प्रभुनाथ सिंह : अध्यक्ष महोदय, बिहार में लगभग 4200 किलोमीटर का नेशनल हाइवे है। अभी तक राज्य सरकार से इस 4200 किलोमीटर सड़क के बारे में जो प्राक्कलन आया है, उसके अनुसार कितने पैसे की मांग की गई है और कितनी सड़कों के निर्माण के लिए यह पैसा मांगा

गया है? मंत्री जी यह भी बताने की कृपा करें कि 4200 किलोमीटर में से कितने किलोमीटर सड़क अच्छी है और कितने किलोमीटर सड़क चलने की स्थिति में नहीं है? सड़क निर्माण के लिए टेंडर की प्रक्रिया होती है। उसके बाद केन्द्र सरकार से पैसा जाता है, जिसे राज्य सरकार अपने हिसाब से खर्च करती है। इस प्रक्रिया में कई त्रुटियां हैं। मैं उदाहरणस्वरूप बताना चाहता हूं कि नेशनल हाइवे नम्बर 19 और 101 के बारे में जब टेंडर निकाला गया, वह करीब सात-आठ महीने से पेंडिंग है। जबकि इन रोड्स की स्थिति जर्ज है और इन पर वाहन चलने की स्थिति में नहीं हैं। इसलिए टेंडर की प्रक्रिया में जो गड़बड़ होती है, उसकी मानिट्रिंग के लिए क्या केन्द्रीय स्तर पर कोई व्यवस्था है कि टेंडर प्रक्रिया में तत्काल कार्यवाही हो और रोड्स का निर्माण किया जाए?

MR. SPEAKER : Hon. Minister to reply now. It has already been agreed. यह सही बात नहीं है।

... (Interruptions)

श्री सुशील कुमार मोदी : अध्यक्ष महोदय, मैंने भी नोटिस दिया है।

MR. SPEAKER : Hon. Minister will respond now.

... (Interruptions)

श्री देवेन्द्र प्रसाद यादव (झंझारपुर) : मैंने सुबह आठ बजे नोटिस दिया था।

अध्यक्ष महोदय : आपका नोटिस बाद में आया है।

श्री देवेन्द्र प्रसाद यादव : आप देख लें, मैंने आठ बजे नोटिस दिया है। मैं इस बात को चैलेंज करता हूं। यह ठीक नहीं हो रहा है। मेरा नोटिस बोर्ड पर लगा होगा। आप चेक कर लें। यह बिहार के विकास का मामला है। अगर मेरा नोटिस नहीं होगा, तो मैं नहीं बोलूंगा।

MR. SPEAKER : Both of you may please take your seats now.

... (Interruptions)

MR. SPEAKER : It is a matter of great concern.

... (Interruptions)

MR. SPEAKER : Then I will have to adjourn the House.

... (Interruptions)

श्री देवेन्द्र प्रसाद यादव : आप जांच कर लें कि मैंने नोटिस दिया है और समय पर दिया है या नहीं।... (व्यवधान) इस तरह से हमारे नोटिस को अनदेखा न किया जाए। ध्यानाकर्षण प्रस्ताव पर वैसे भी चार सदस्य प्रश्न पूछ सकते हैं। आप चाहें तो नियम देख लें। मैंने समय पर नोटिस दिया है। जो समय पर नहीं देते, उन्हें मौका दे दिया जाता है। यह ठीक नहीं हो रहा है। आप स्वयं चैक कर लें। यदि मैंने नोटिस नहीं दिया, तो मुझे बोलने न दें।

MR. SPEAKER : As I am not getting any opportunity to say anything...

... (Interruptions)

MR. SPEAKER : Mr. Minister, please take your seat.

I am very sorry, Shri Devendra Prasad Yadav, you know very well that there is no rule providing for four Members first of all.

... (Interruptions)

श्री देवेन्द्र प्रसाद यादव : रूल है। मैं अभी कोट करता हूँ। ध्यानार्काण में यह नियम है।

MR. SPEAKER : Please wait.

श्री देवेन्द्र प्रसाद यादव : मैं नियम कोट करूंगा।

अध्यक्ष महोदय : कोट कीजिए। By the time you find it, let me make my observations. If you cooperate with the Chair, you can do many things.

... (Interruptions)

श्री देवेन्द्र प्रसाद यादव : जो कोआपरेट नहीं करते हैं, उन्हें समय दे दिया जाता है।

MR. SPEAKER : You are always challenging the Chair. This is the trouble. आप रूल निकालिए और देखिए।

Please ask the hon. Leader of your Party. I had a meeting with all the hon. Leaders where one hon. Leader was present. It was agreed that only those hon. Members whose names are on the Calling Attention will be allowed. It is because Shri Prabhunath Singh today had signed the Notice along with Shri Raghunath Jha by mistake, I take it, I made an exception. I made it very clear[[krr31](#)].

How can I run the House if you violate at 1230 hours, the points on which you agreed at 1030 hours?

... (Interruptions)

श्री देवेन्द्र प्रसाद यादव : अध्यक्ष जी, मैंने समय से नोटिस दिया है। मैं गैर-जिम्मेदार बात नहीं बोल सकता हूँ।

अध्यक्ष महोदय : नोटिस देने से ही नहीं होता है। आप नियम दिखाइये। सुबह 6 बजे नोटिस देने से भी नहीं होगा। कालिंग-अटेंशन देने की प्रक्रिया है।

... (व्यवधान)

MR. SPEAKER: Every notice you give every day. Probably, 20 notices come from Shri Shailendra Kumar.

... (Interruptions)

श्री देवेन्द्र प्रसाद यादव : नियम में यह स्पष्ट है कि कालिंग-अटेंशन पर अगर हस्ताक्षर हैं तो चार माननीय सदस्यों को मौका मिलेगा, लेकिन इस सदन में एक परम्परा हो गयी है कि 10 बजे से पहले नोटिस देना है।... (व्यवधान)

MR. SPEAKER: I would have allowed it, and I was considering it. But if you ...

... (Interruptions)

श्री देवेन्द्र प्रसाद यादव : ठीक है, सर हम नहीं बोलेंगे।

MR. SPEAKER: I have not said it. This is very unfair.

... (Interruptions)

श्री देवेन्द्र प्रसाद यादव : सदन की प्रोसीडिंग देख ली जाए, जिन्होंने 10 बजे से पहले नोटिस दिया है उनको आपने बराबर समय दिया है, ...
(व्यवधान) मेरा दर्द यही है।... (व्यवधान)

MR. SPEAKER: I will ask you to come to occupy the Chair.

... (Interruptions)

SHRI KHARABELA SWAIN (BALASORE): Sir, we are also making a request to you to allow us to put a question. I am saying this because we have also given notices. ... (Interruptions)

MR. SPEAKER: You have not given a Calling Attention notice in time or according to the rules. Even then I am trying to allow.

... (Interruptions)

MR. SPEAKER: Shall we throw the rule book?

... (Interruptions)

SHRI KHARABELA SWAIN : Sir, I am not saying so. I am only making a request to you.

MR. SPEAKER: Please do not intervene.

... (Interruptions)

MR. SPEAKER: I was thinking of doing it, but not against red eyes.

श्री नीतीश कुमार : एक-एक मिनट का समय दे दीजिए और एक-आध मिनट का हमें भी समय दे दीजिए।

MR. SPEAKER: Now, Shri Devendra Prasad Yadav. But this will not be treated as a precedent. Let it not be understood that by creating a little problem in the House I shall go on surrendering. Nobody is putting just one question. Approximately, 15 minutes were taken by Shri Mohan Rawale, and seven-minutes were taken by him when the rule says that only one question can be asked. ठीक है, बोलिये।

श्री देवेन्द्र प्रसाद यादव : अध्यक्ष जी, कल ही स्वतंत्रता दिवस के अवसर पर माननीय प्रधान मंत्री जी ने लाल किले से कहा कि महत्वाकांक्षी चतुर्भुज राजमार्ग परियोजना को और तेजी से बढ़ाया जायेगा, 30 हजार किलोमीटर के राजमार्ग पर निर्माण कार्य शुरु किया जा रहा है और जल्द

ही समूचे स्वर्ण चतुर्भुज को बनाया जाएगा। बिहार राज्य के सभी 3600 किलोमीटर लम्बे राष्ट्रीय राजमार्गों की हालत खराब है और राजमार्गों को उनके मापदंडों के अनुसार पुनर्निर्माण की आवश्यकता है। इनके सुधार हेतु विशेष पैकेज देकर कालबद्ध कार्य-योजना के कार्यान्वयन हेतु सरकार या माननीय मंत्री जी द्वारा पहल करने की कोई कार्य-योजना है, यदि है तो क्या है?

एनएच-57 जो मुजफ्फरपुर से फारविसगंज तक, जिस सड़क को चार लेन, जो ईस्ट-वैस्ट कोरीडोर का अंश है, वॉ 2007 तक पूरी करने की योजना है। एनएच-57 का कार्य कब तक प्रारम्भ हो जाएगा। साथ ही एनएच-104 मीठामोड़ से जयनगर-लोकहा-लौकही तक सड़क कार्य कब शुरू करने की योजना है और एनएच-105 दरभंगा से जयनगर कार्य अधूरा है, उसका कार्य कब तक पूरा किया जाएगा?

MR. SPEAKER: The Calling Attention notice is not for individual roads. Now, Shri Sushil Kumar Modi, but this would not be treated as a precedent, and do not refer to it from tomorrow.

श्री सुशील कुमार मोदी : अध्यक्ष जी, मैं माननीय मंत्री जी से जानना चाहता हूँ कि जो पैसा आपने बिहार के लिए दिया है, वहाँ सड़कों की हालत बहुत खराब है। एनएच-80 में 35 से लेकर मिर्जा-चौकी तक 10 किलोमीटर के स्ट्रेच पर डेढ़ फीट लम्बे और 12 फीट चौड़े गड्ढे हैं। वहाँ सात दिन से जाम लगा हुआ है। But nobody is caring about the traffic-jam on the road. मैं माननीय मंत्री जी से आग्रह करूँगा कि 35 से लेकर मिर्जा-चौकी तक के स्ट्रेच के लिए आप तत्काल आदेश दीजिए, जिससे वहाँ मरम्मत का काम शुरू हो सके।

SHRI KHARABELA SWAIN : Sir, kindly allow me to put one question to the hon. Minister.

MR. SPEAKER: I will ask you to put questions when we come to Orissa roads. I will give you precedence at that time.

... (Interruptions)

SHRI T.R. BAALU: Sir, in fact the first State that I visited was Bihar. The hon. Members have already pointed out that we wanted to provide for 890 km. four-lane roads. Therefore, I have given strict orders to my officers to act quickly to go for DPR, and DPRs have been prepared[\[ak32\]](#).

After the preparation of DPRs, we called for bids. However, for the last one year, nobody has come forward even to purchase the schedule. So, we closed it in last May. There was no response. That means, people are not interested in bidding for the four-laning contracts. At the same time, the worst of the roads that I could see in India are located in Bihar and my heart bleeds for Bihar.

I was in Bihar for two days in July, 2004. I met almost all the officials. I met the former Chief Minister and the present Railway Minister, the R&B Minister, the Health Minister and everybody. I travelled more than 200 to 300 kilometres. I went even up to Nepal. I could not cross a particular stretch because it was flooded. I saw the pathetic condition of the roads there. That is why, I sat down with the Government officials, my officials were also there along with me, and we have decided to provide four lanning of 890 kilometres. However, that could not be done. I can tell you the number of stretches for which we have called for bids. Nobody has come forward.

Now, I have already made a proposal and a Cabinet Note has already been circulated in order to see that the viability gap of 40 per cent is increased to the level of 60 per cent. Instead of providing for 60 per cent, they

can provide for 40 per cent and the Government would opt for 60 per cent. This matter has already been circulated. After I receive the comments of the respective Ministries, I will take up the matter to the Cabinet. Not only that, twice I have taken up the matter with the Planning Commission as well as the hon. Prime Minister of India. I have sent him two letters. I am in frequent touch with the Finance Ministry as well as the hon. Prime Minister.

My friend has proposed 100 per cent in EPC Fund. We have called for bids for Forbesganj-Simrahi (40 kilometres), Simrahi-Ring Bund. Bids for both the roads have been called for but there was no response. For Ring Bund-Jhanjharpur and Jhanjharpur-Darbhanga, we received only one bid. All the four bids have been rejected and we have gone for bids a second time. During the re-bid, we received three bids for three projects and two bids for one project. So, it has to be decided quickly. Examination will be carried out to see if they are within the purview of the rules.

As far as Nos. 81, 28B, 101, 103, 104 and 110 are concerned, all these were declared as National Highways between 1999 and 2004. I am very sorry to say that out of these, 583 kilometres are single-lane. You have to call them single-lane only. They are not actually standard roads. About 20 kilometres of the road is two-lane. I am very sorry to record it here that they are almost parts of paddy fields. Paddy fields were declared as National Highways. They are not up to the standard. If it is a single-lane road, it should be of a standard. If it is a two-lane road, it should be of a standard.

Actually, we want to do something to the cause of Bihar. At the same time, I should not hesitate to call white as white. What has happened all along is that not less than 30 to 40 per cent of Bihar is under water for about four to five months every year [[KMR33](#)].

During the discussions, I wanted to know from a particular engineer - many engineers were there - as to whether he has any contour maps. He replied as to what sort of contour maps I was talking. When I asked as to whether he has any levels, his reply was that there were no levels. Roads should be laid on the embankment. Hundred years of water level should be taken care of before in making a DPR. There was no scientific approach. Nothing was there. Another one hour I taught them as to how to lay the road, and to how to make embankment, and as to how to find subgrade etc. I went through so many things. In fact, I want to help Bihar. I can give as much statistics as the House wants me to give. ... (*Interruptions*)

श्री नीतीश कुमार अध्यक्ष महोदय, बिहार के कॉन्टैक्सट में माननीय मंत्री जी ने कहा कि सिंगल लेन रोड को नेशनल हाईवे डिक्लेयर किया गया। मैं इन्ही से जानना चाहता हूं कि पूरे देश में नेशनल हाईवेज में कितनी सिंगल लेन है? मुझे भी इस मिनिस्ट्री को कुछ दिन चलाने का मौका मिला है। उस समय 40 हजार में से 18 हजार किलोमीटर सिंगल लेन थी।

MR. SPEAKER: It is much beyond the scope of this Calling Attention.

SHRI NITISH KUMAR : Why the Minister is blaming only Bihar? Why is he blaming that between 1999 and 2004, certain paddy fields were declared as National Highways. ... (*Interruptions*)

MR. SPEAKER: No one is against Bihar.

... (Interruptions)

SHRI NITISH KUMAR : He has cast aspersions on the previous regime.

MR. SPEAKER: I will not allow any aspersions on anyone. Bihar is one of our most important States. We have got very worthy representatives of Bihar in this House.

श्री नीतीश कुमार : पूरे देश में नेशनल हाईवेज कितनी सिंगल लेन हैं? ... (व्यवधान)

How many single-lane roads are there in the country? ... (Interruptions)

MR. SPEAKER: Mr. Minister, please conclude. You cannot deal with everyone of them.

SHRI T.R. BAALU: Out of 2063 kilometres of single lane... ... (Interruptions)

SHRI NITISH KUMAR: I just want to know.. ... (Interruptions)

अध्यक्ष महोदय: वे दूसरी जगह भी होंगी।

... (व्यवधान)

श्री नीतीश कुमार : कितनी सिंगल लेन्स को नेशनल हाईवे डिक्लेयर किया गया। ... (व्यवधान)

MR. SPEAKER: It does not arise out of this Calling Attention, Shri Nitish Kumar.

I will allow you if you raise another question. Mr. Minister, you have given full answer, I think.

SHRI T.R. BAALU: The total length of less than 2 lane is 263 kilometres, that is, 57 per cent; and length of two lane is 1,416 kilometres, that is, 39 per cent. ... (Interruptions)

श्री नीतीश कुमार : अभी पूरे देश में नेशनल हाईवेज कितने किलोमीटर हैं और उनमें कितनी सिंगल लेन हैं तथा किस स्टेट की कितनी सिंगल लेन हैं? We want to know. We want to get enlightened as to how many paddy fields have been declared as National Highways. ... (Interruptions)

MR. SPEAKER: Shri Nitish Kumar, you know my affection for you. But not now.

... (Interruptions)

अध्यक्ष महोदय: देते सभी हैं, लेकिन उसे कोई-कोई लेते हैं।

SHRI T.R. BAALU:(interruptions)

... (Interruptions)

SHRI NITISH KUMAR : I want to clarify. ... (Interruptions)

MR. SPEAKER: Do not answer that. Hon. Minister, this intervention is not permitted.

... (Interruptions)

MR. SPEAKER: No. This is not to be recorded. No more to be recorded.

(Interruptions)*

SHRI T.R. BAALU: The density of all-India average is 19.97 kilometres per thousands square metre; whereas Bihar has got 38.54 kilometres. per thousand square meter. ... (Interruptions)

MR. SPEAKER: I will have to discontinue Calling Attentions. This is a record in this House.

... (Interruptions)

SHRI NITISH KUMAR : The way the Minister is explaining, it seems that conditions of roads in Bihar are pitiable. ... (Interruptions) That is a different thing. ... (Interruptions)

MR. SPEAKER: Give a notice under Rule 193, I will allow it. Please do not do this.

SHRI T.R. BAALU: Sir, within a minute or two, I would conclude.

MR. SPEAKER: Mr. Minister, you have been very elaborate.

... (Interruptions)

अध्यक्ष महोदय: आप लोग जानते हैं। जानबूझकर ऐसा किसलिए करते हैं? Not to be recorded.

(Interruptions*)

SHRI T.R. BAALU: Some sections of 603 roads are very very poor. ... (Interruptions)

*Not Recorded

These roads are to be maintained by the National Highways Division of Bihar. We have received proposals for Rs.122 crore. We have sanctioned Rs.47.00 crore. Another Rs.63 crore is under process. It will be sanctioned quickly. Moreover, they have sent 13 proposals. After the meeting with the MPs, we have sanctioned eight proposals for Rs.22.2 crores for the National Highways of 77, 84, 107, 85, 104, 31, etc[R34].

At the same time, I am always here to receive any complaint or any such thing. ... (Interruptions)

MR. SPEAKER: You held a meeting with the Bihar MPs.

SHRI T.R. BAALU: I have met the Bihar MPs twice. Probably, Nitish Kumarji was not there.

MR. SPEAKER: Hon. Members, may I earnestly appeal to you that with great efforts, we are trying to allow this.

... (Interruptions)

श्री नीतीश कुमार : आप अपनी जानकारी के लिए ही मांग लीजिए कि कितने सिंगल लेन नेशनल हाई वे हैं।... (व्यवधान)

अध्यक्ष महोदय : आपको बता देंगे, देखकर आपको बता देंगे।

... (व्यवधान)

श्री रघुनाथ झा : अध्यक्ष महोदय, एक ही निवेदन करना था... (व्यवधान)

MR. SPEAKER: Please do not answer anything.

... (Interruptions)

MR. SPEAKER: I will adjourn the House and important matters will be not raised. आप लोगों को इतनी अपील कर रहे हैं। We have already discussed 43 or 44 Calling Attentions in this Fourteenth Lok Sabha.

... (Interruptions)

SHRI T.R. BAALU: I will answer only one question for my friend because he is very much worried about it. The percentage of single lane throughout India is 35 per cent; two-lanes are 56 per cent; and four lanes are nine per cent. That is much more than that.

MR. SPEAKER: He has not said only of Bihar but of the entire country. Why are you upset?

... (Interruptions)

श्री नीतीश कुमार : रिकॉर्ड में हो या न हो, लेकिन आपके मन में तो हो गया।

अध्यक्ष महोदय : ठीक है, हमारे मन में हो गया।

... (व्यवधान)

श्री रघुनाथ झा : अध्यक्ष महोदय, हमारा उत्तर तो करवा दीजिए।... (व्यवधान)

अध्यक्ष महोदय : यह जगह लंबे भाषण की नहीं है, अगर ऐसा होगा तो हम एलाउ नहीं करेंगे।

... (व्यवधान)

MR. SPEAKER: Nothing more to be recorded. Even the Minister's statement will not be recorded.

... (Interruptions)

MR. SPEAKER: Now we shall take up Special Mentions.