

Fourteenth Loksabha**Session : 6****Date : 16-12-2005**

Participants : Oram Shri Jual, Kumar Shri Shailendra, Gamang Shri Giridhar, Oram Shri Jual, Sahu Shri Chandra Sekhar, Nayak Shri Ananta, Singh Shri Sugrib, Satpathy Shri Tathagata, Baalu Shri T.R., Panda Shri Brahmananda, Mahtab Shri Bhartruhari, Pradhan Shri Dharmendra

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Title : Further discussion on Grants of Special Economic package for the speedy construction of National Highways and Railway Lines in Keonjhar and Sundargarh districts in the State of Orissa moved by Shri Jual Oram on 25th August, 2005.

श्री जुएल ओराम उपाध्यक्ष महोदय, मैंने 25.8.2005 को उड़ीसा के सुन्दरगढ़ एवं क्यौंझर जहां आयरन ओर, मैंगनीज एवं ग्रे मोर जिस की इंटरनेशनल मार्किट में बहुत ज्यादा मांग है, उसका परिवहन करने के लिए एक चर्चा शुरू की थी। उस क्षेत्र में दो नेशनल हाई-वेज नम्बर 23 और 215 तथा तालचेर से बिमलागढ़ तक की नई लाइन बनानी है। उसके लिए पांच-पांच करोड़ रुपए का दो साल से बजट में प्रावधान किया जा रहा है। दायतारी से बांसपानी तक का रेलवे लिंक भी होना है। रोड ट्रांसपोर्ट और हाइवेज मंत्री बैठे हैं लेकिन रेलवे के बारे में कौन रिप्लाई देगा क्योंकि मेरे रैजोल्यूशन में दो रेलवे लाइनों का भी जिक्र है। मैं उस ओर आपका ध्यान आकर्षित कराना चाहता हूँ। I would like to know as to who will reply to my queries in regard to the Railways.

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Sir, I would reply on behalf of the Railway Minister. I will reply for both the Ministries.

श्री जुएल ओराम : वैसे हाउस में किसी विशेष रोड या रेलवे प्रोजेक्ट के बारे में चर्चा नहीं की जाती है लेकिन इस रोड को लेकर बहुत से लोगों की मौत हुई है जिससे लॉ एंड ऑर्डर की पोजिशन भी खराब हुई है।

मैं दो-तीन चीजों का ब्योरा देना चाहता हूँ। चीफ सैक्रेटरी, उड़ीसा ने यहां के ट्रांसपोर्ट मिनिस्टर को जो पत्र लिखा, मैं उसके दो-चार अंश पढ़ कर सुनाना चाहता हूँ। पॉलिटिकल लोग कहें तो अलग बात है। श्री सुभाष पाणिग्रही, चीफ सैक्रेटरी उड़ीसा ने ट्रांसपोर्ट मिनिस्टर को 31 अक्टूबर को एक पत्र [\[R16\]](#)।

चालीस किलोमीटर जाने के लिए चार घंटे का समय लगता है। अगर किसी का एक्सीडेंट हो गया या किसी गर्भवती महिला को अस्पताल लेकर जाना होता है तो कई बार चार से आठ घंटे लग जाते हैं। मैंने पिछले भाग में कहा था कि जिले के दो एस.पी. सुबह उठकर पहली रिपोर्ट लेते हैं कि नेशनल हाईवे चालू है या नहीं। इन दोनों एस.पी. का सुबह इसके अलावा दूसरा कोई काम नहीं होता है, वे वायरलैस से पहला मैसेज यही लेते हैं कि यह नेशनल हाईवे खाली है या नहीं। यहां से चौदह हजार ट्रक रोज जाते हैं। मुझे यहां से घर जाने के लिए, जो मेरे होमटाऊन लोहिनीपड़ा, ब्लॉक हैडक्वार्टर से पांच किलोमीटर की दूरी पर है, वहां तक जाने के लिए एस.पी. और संबंधित थाना अधिकारियों को बताना पड़ता है कि मैं वहां जा रहा हूं और आप वहां की स्थिति देखिए। अगर वे वहां की स्थिति को नहीं देखेंगे तो मैं घर नहीं पहुंच सकता हूँ, वहां यह स्थिति है। मैंने आपको और स्पीकर महोदय को लिखकर दिया था और मैंने इसकी सी.डी. भी बनाई है। मैंने आज्ञा मांगी थी कि अगर मुझे सी.डी. को टेबल पर ले करने की आज्ञा दी गई तो मैं नेशनल हाईवे की स्थिति के बारे में अवगत कराना चाहता हूँ और बताना चाहता हूँ।

माननीय मंत्री महोदय ने मुझे एक चिट्ठी दी है जिसके अनुसार नेशनल हाईवे सं0 23 और 215 के डेवलपमेंट प्रोजेक्ट्स को थर्ड फेस में रखेंगे। मैं मंत्री महोदय से पूछना चाहता हूँ कि क्यों इसे थर्ड फेस में रखेंगे? थर्ड फेस की कम्प्लीशन डेट 2009 है। वर्ष 2009 तक वहां क्या होगा? यहां के विधायक और सांसदों को जो स्थिति झेलनी पड़ती है, मैं उसे बता नहीं सकता। चालीस किलोमीटर को तय करने के लिए अगर चार घंटे लगेंगे तो वहां की स्थिति क्या होगी? माननीय मंत्री जी इस बारे में ध्यान दें।

इस चर्चा में मेरे बहुत से साथी भाग लेंगे लेकिन मैं केवल दो चार ठोस बातें कहना चाहता हूँ। ये बातें बहुत आवश्यक हैं और माननीय मंत्री जी चाहें तो तुरंत इस पर आवश्यक कार्रवाई कर सकते हैं। एक बात तो यह है कि नेशनल हाईवे पर मिसिंग लिंक है, यह मिसिंग लिंक ठम्मर से लेकर ढिनकानाढ़ को कनेक्ट करेगा। यह मिसिंग लिंक वर्ष 1981 में डिक्लेयर हो चुका है। लेकिन मिसिंग लिंक डिक्लेयर होने के बाद भी उस पर काम नहीं हो रहा है और एक्जिस्टिंग मिसिंग लिंक पर भी काम नहीं हो रहा है। वहां काम इसलिए नहीं हो रहा है क्योंकि वह डिनेशनलाइज हो जाएगा। मैं माननीय मंत्री जी से आग्रह करता हूँ और उनसे पूछना चाहता हूँ कि अगर आप नेशनल हाईवे की मिसिंग लिंक को क्लीयर करके काम कर रहे हैं तो जल्दी कीजिए। अगर नहीं कर रहे हैं तो अभी नेशनल हाईवे के नाम पर जो पोर्शन है उस पोर्शन को ठीक करके, कम से कम उसे डबल करके मरम्मत कराइए। इस संबंध में देवगढ़ क्षेत्र के सांसद श्री धर्मेन्द्र प्रधान हैं, यह उनका एरिया है, वह भी बताएंगे। वर्ष 1981 से यह मिसिंग लिंक डिक्लेयर हो गया है लेकिन उस पर कुछ काम नहीं हुआ है और दूसरे पार्ट में भी काम नहीं हुआ है। **You are not doing the work in the missing link as well as the remaining portion of the National**

Highway because that would be de-nationalised. यह कहां का न्याय है? इस पर माननीय मंत्री जी ध्यान दें।

National Highway 215 is almost closed. उस पर बहुत कम ट्रैफिक जा रहा है। उसके पास ही अभी एक स्टेट हाईवे है जिसका आधा हिस्सा स्टील ऑथोरिटी ऑफ इंडिया (सेल) का है और आधा हिस्सा पी.डब्ल्यू.डी का है। अगर मान्यवर मंत्री महोदय चाहते हैं तो इसे नेशनल हाईवे 215 बना सकते हैं क्योंकि यह नेशनल हाईवे 215 के पैरलल शार्टकट है।

जब मैंने 25 अगस्त को चर्चा शुरू की तो आग्रह किया था और वह मेरी सबसे बड़ी डिमांड थी कि अगर माननीय मंत्री जी पैसा देंगे तो काम शुरू होगा। यह मेरी लिए बड़ी बात नहीं है, सबसे बड़ी बात यह है कि माननीय मंत्री जी वहां जा कर देख कर आएंगे। मैं आज भी दोहराना चाहता हूं कि वहां काम होगा, हम जानते हैं चाहे देर से ही हो लेकिन काम होगा। हम इतने में ही संतुष्ट नहीं होंगे। वे एक बार चलकर देखें कि नेशनल हाईवे कैसा होता है। भारत की आजादी के पचास-पचपन वा के बाद भी नेशनल हाईवे की स्थिति ऐसी है तो उसे माननीय मंत्री जी एक बार जरूर देखकर आएंगे। शायद भारत में ऐसा नेशनल हाईवे कहीं नहीं होगा। I would request the hon. Minister to kindly go there once. इसके लिए आप भुवनेश्वर पर उतरें और एक राउंड लगाकर दोनों नेशनल हाईवे को देखकर आएंगे। अगर आप बाए रोड नहीं जाना चाहते हैं तो हम हैलीकॉप्टर का इंतजाम कर देंगे[MSOffice17]। मंत्री जी खुद वहां होकर आयें तो मालूम होगा कि रोड की क्या स्थिति है? वहां लगभग 14 हजार ट्रक लाइन में खड़े रहते हैं। उस समय लॉ एंड ऑर्डर की स्थिति मुश्किल हो जाती है। यह कलेक्टर या एस.पी. का काम नहीं है। स्टेट के चीफ सैक्रेटरी ने दुखी होकर पत्र लिखा था।

उपाध्यक्ष जी, तालचेर-बिमलगढ़ नई रेल लाइन है। राउरकेला स्टील प्लांट मेरे क्षेत्र में हैं, शायद आप उसकी ज्योग्राफी जानते होंगे। पिछले 30 साल से यहां डिमांड हो रही है। इसके लिये न जाने कितने आंदोलन किये गये, कितनी बार जेल भरो आंदोलन हुआ और न जाने लोगों ने क्या क्या किया, उसका कोई हिसाब नहीं है? इस 125 किलोमीटर रेल लाइन बनाने के लिये न जाने कितनी बार उस समय के रेल मंत्री श्री नीति कुमार से आग्रह किया गया और यह रेल लाइन सैक्शन हुई। चाहे एन.डी.ए. की सरकार नहीं रही। फिर भी मैंने कहा कि यदि सरकार नहीं कर सकती तो BOLT के आधार पर इसे बनाने के लिये प्राइवेट पार्टी को दिया जाये।

जहां तक नेशनल हाईवे की बात है, अगर मंत्री जी इसे बनवा देंगे और इसके निर्माण पर 500-600 करोड़ रुपया खर्च आयेगा, तो वह एक-दो साल में ही टोल टैक्स के रूप में वापस सरकार को मिल जायेगा। मेरा अनुरोध है कि इसे प्रायोरिटी के आधार पर चालू कराये। हालांकि सरकार ने पिछले दो बजट में पांच-पांच करोड़ रुपया दिया लेकिन आज सरकार कुछ नहीं कर रही है। मैंने कई बार मंत्री जी से आग्रह किया कि आप यह काम करेंगे या

नहीं लेकिन पहले जाकर इसका शिलान्यास तो करिये। अगर नहीं कर सकते हैं तो इसे हटा दीजिये, हम कोई दूसरी व्यवस्था कर देंगे। एक बार मंत्री जी ने सहमति दी लेकिन न जाने किस कारण से नहीं जा सके।

जहां तक दैतारी-बांसपानी रेल लाइन की बात है, बीजू जनता दल के पूर्व मुख्य मंत्री श्री बीजू पटनायक के समय से इस बात के लिये वह झगड़ा करते रहे। कोल माइनिंग एसोसिएशन और उड़ीसा चैम्बर्स ऑफ कामर्स के अलावा छत्तीसगढ़ तथा झारखंड के डेलीगेट भी मंत्री महोदय से मिल चुके हैं। उनका कहना था कि यदि करेल लान को क्लीयरेंस मिल जायेगा तो पाराद्वीप पोर्ट जाने और माल की ढुलाई करने में सुविधा हो सकेगी। पिछले दो साल का लोग ऑर्डर हाथ में लिये हुये बैठे हैं। वे लोग ऑयरन ओर का एक्सपोर्ट नहीं कर सकते हैं। इसलिये दैतारी-बांसपानी रेल लाइन की महत्ता है। मैं क्योझर जिले का प्रतिनिधित्व करता हूं। अगर हम बिजली, पानी के लिये लड़ रहे हैं तो अलग बात है लेकिन उसक लिये भी पैसा मिलेगा। मैं मंत्री जी से निवेदन करूंगा कि एक-दो हजार करोड़ रुपया मिल जाये, खर्चा कीजिये तो उसका रिटर्न भी मिलने लगेगा। उड़ीसा बहुत ही गरीब स्टेट है क्योंकि न वहां रेल नेटवर्क है और न ही रोड नेटवर्क है। हम ऑयरन ओर देना चाहते हैं लेकिन इन रेलमार्ग और रोड के बगैर कैसे जायेगा? ट्रांसपोर्टिंग फैसिलिटी नहीं है। इसलिये मंत्री जी से गुज़ारिश करूंगा कि जब मैं अपने क्षेत्र में जाता हूं तो जाने से पहले सोचना पड़ता है कि कितने लोग मुझे मिलेंगे और मुझ से क्या क्या कहेंगे[RB18]? अमेरिका से हमें ई-मेल आता है कि **you are a Member of Parliament and you should be ashamed of it.** आपके यहां 40 किलोमीटर जाने के लिए चार घंटे लग गए जिसकी वजह से एक मरीज़ की मौत हो गई। इसके लिए आप जिम्मेदारी लेते हैं या नहीं? हम उनको कुछ नहीं कह पाते। एक आदमी अस्पताल समय से नहीं पहुंच पाए और रास्ते में ही मर जाए तो हम लोक प्रतिनिधि होने के नाते जनता को क्या उत्तर देंगे? इसलिए मैं नेशनल हाईवेज़ मिनिस्टर से दो नेशनल हाईवेज़ बनाने के बारे में अवश्य गुज़ारिश करूंगा।

महोदय, मैंने अपनी बात कहने के लिए आधे घंटे से ऊपर का समय ले लिया जबकि बहस का कुल निर्धारित समय ही ढाई घंटे है। अभी अनेक माननीय सदस्यों ने इस संबंध में अपने विचार व्यक्त करने हैं। मैं केवल गरीब और आदिवासी क्षेत्रों में रेलवे लाइन और नेशनल हाईवेज़ ले जाने की बात कर रहा हूं। मैं पुनः माननीय मंत्री जी से गुज़ारिश करता हूं कि दो रेलवे लाइन और दो नेशनल हाईवेज़ नं. 23-ए और 215-ए बनाने की घोणा अवश्य कीजिए। वहां स्टेट हाईवे है लेकिन नेशनल हाईवे न होने के कारण हमें मुश्किलों का सामना करना पड़ता है। यदि हम चाहें तो हम भी लाठी लेकर नेशनल हाईवे पर खड़े हो सकते हैं, लेकिन हम विकास के काम में बाधा नहीं बनना चाहते हैं। हम चाहें तो आंदोलन भी कर सकते हैं। हमने कितने आंदोलन किये हैं, उसका हिसाब नहीं होगा। सड़कों के लिए कितने आंदोलन किये और कितनी चिट्ठियां राष्ट्रपति महोदय को दी हैं, उसका हिसाब नहीं है। कितनी

चिट्ठियां और कितनी ई-मेल हमें आती हैं, उसका हिसाब नहीं है। मैं माननीय मंत्री जी से इस संबंध में विचार करने का भी आग्रह करता हूं। मैं पुनः आपको धन्यवाद देता हूं कि आपने मुझे बोलने का समय दिया

SHRI CHANDRA SEKHAR SAHU Mr. Deputy-Speaker, Sir, first of all, I thank you very much for giving me the time to speak on this Private Member's Resolution brought forward by the hon. Member Shri Jual Oram regarding a special economic package for the National Highway No.215 and the National Highway No.23 as also regarding the railway lines from Talcher to Bimlagarh and Daitari to Banspani.

At the outset, I thank the hon. Minister because, recently, he had been to Orissa to attend the Indian Road Congress meeting where he announced that the Central Government would render all help regarding the development of the National Highways in Orissa. I just want to give some information about them.

There are 16 numbers of National Highways measuring 3594.844 kilometres in length which are passing through the State of Orissa. Out of the 3594.844 kilometres of total length of the National Highways in Orissa, a stretch measuring 2996.044 kilometres has been entrusted to the State Government of Orissa and 514.8 kilometre has been entrusted to the National Highways Authority of India for improvement under the NHDP and Port Connectivity Scheme. There are a lot of State Highways. If I am correct, a proposal has been sent by the Government of Orissa to declare the 13 State-roads, as National Highways [\[R19\]](#).

Sir, I feel, out of this, Berhampur to Koraput – 313.6 kilometers and Jey Pore to Motu – 323.0 kilometers requires special consideration. Sir, if these two can be declared as National Highways then two districts – Gajapati and Raygada – of Orissa will come under National Highway networking. So, I would request the hon. Minister to consider these two on priority basis. I fully agree with our hon. Members Shri Jual Oram regarding the development of National Highways in the State. At the same time, I have already thanked the Minister because he has also given special attention. I am sorry to say here, Sir, when the annual plan from the Orissa Government came for inclusion of development of National Highway, not a single proposal from South Orissa side came.

Only the proposals of Western Orissa have come to the Government of India. I personally met the hon. Minister ... (*Interruptions*)

MR. DEPUTY-SPEAKER: Please sit down. Do not disturb. Please address to the Chair.

SHRI CHANDRA SEKHAR SAHU : I have told him because the Minister as well as the Secretary comes from Western Orissa, that is why they have given this. I showed him the list also. I am very much thankful to the hon. Minister because he has given special fund for NH-217, which is in a very bad condition and that is passing through the main town of Berhampur city. I do not dispute and I do not object for giving money for development of these National Highways but at the same time I also want that the State Government should also give equal importance all over the State and send the proposal accordingly. ... (*Interruptions*)

MR. DEPUTY-SPEAKER: Silence please!

SHRI CHANDRA SEKHAR SAHU : There is a proposal of having a bypass for National Highway 217. I came to know that a consultant agency has been engaged for this project. This will take more time so hon. Minister has given money for the development of NH-217 within the Berhampur city. But, till today that work has not been started. I have met him personally also and he has ordered accordingly. So once again I would request him to see to it so that the road within the town shall be in a trafficable condition.

Sir, communication propels progress. As per national standards, as per other States, Orissa is definitely lacking in development of National Highway. As our Government is committed to provide better and improved communication system in the un-accessible areas, so I would request the hon. Minister to give special attention to all the roads, as demanded, as brought out by our hon. colleague Shri Jual Oram and others, and to see that the National Highway in Orissa be taken special care of as per the standard of India. Thank you.

श्री शैलेन्द्र कुमार उपाध्यक्ष महोदय, श्री जुएल ओराम, माननीय सदस्य द्वारा उड़ीसा के क्योँझर और सुन्दरगढ़ जिलों में राष्ट्रीय राजमार्गों और रेल लाइनों के शीघ्र निर्माण के लिए विशेष आर्थिक पैकेज दिए जाने के संबंध में प्रस्तुत संकल्प का मैं समर्थन करने के लिए खड़ा हुआ हूँ। ...(व्यवधान)

महोदय, प्रधान जी, खुश हो गए होंगे। इस पर तो मैं बल दे ही रहा हूँ, लेकिन इसके साथ-साथ मैं आपके माध्यम से मंत्री जी को कुछ जानकारी भी देना चाहूँगा कि उत्तर प्रदेश के इटावा में नेशनल हाईवे मंजूर हुआ है। वहां सामान भी पहुंच गया है, लेकिन अभी तक काम शुरू नहीं हुआ है। इसलिए मैं निवेदन करना चाहता हूँ कि वहां शीघ्र काम शुरू किया जाए।

महोदय, इसके साथ-साथ मैं यह भी कहना चाहता हूँ कि नेशनल हाईवे की क्वालिटी में भी फर्क आ रहा है। ...(व्यवधान)

MR. DEPUTY SPEAKER : Please do not beat around the bush. शैलेन्द्र कुमार जी, आप अपनी बात संक्षेप में शीघ्र कहें।

श्री शैलेन्द्र कुमार : महोदय, मैं माननीय मंत्री जी के ध्यान में ला रहा हूँ कि यह बहुत गम्भीर मामला है। वाराणसी में जो नेशनल हाईवे बन रहा है, उसकी क्वालिटी में बहुत फर्क आ रहा है। इसलिए मेरा निवेदन है कि क्वालिटी में क्यों फर्क आ रहा है, इसकी जांच कराने की जरूरत है।

महोदय, उड़ीसा में नेशनल हाईवे बनने या देश के किसी और हिस्से में बनें, यह अच्छी बात है, लेकिन जिन लोगों की खेती योग्य जमीन ली जा रही है, जिनके मकान गिराए जा रहे हैं, जिनके बागों को नुकसान पहुंच रहा है, उन्हें मुआवजा देने में भी मतभेद बरता जा रहा है, यह ठीक नहीं है। मैं आपके माध्यम से कहना चाहूँगा कि कम से कम मुआवजे में तो मतभेद नहीं बरता जाना चाहिए। जो गरीब हैं, जिनके छोटे-छोटे खेत हैं, जो अनुसूचित जाति एवं जनजाति के कृषक हैं, जिनके पास एक-एक, डेढ़-डेढ़ बीघे के खेत हैं, उनको जो मुआवजा दिया जा रहा है, उसमें कोई मतभेद नहीं बरता जाना चाहिए। मेरा निवेदन है कि जिन अनुसूचित जाति, जनजाति एवं गरीब लोगों की जमीन ली जा रही है, मकान गिराया जा रहा है या बाग वगैरह को क्षति पहुंच रही है, उन्हें उनका मुआवजा प्राथमिकता के आधार पर अच्छी तरह से मिलना चाहिए।

महोदय, इसके साथ-साथ मेरा यह निवेदन भी है कि जहां नैशनल हाईवे का डायवर्शन है, वहां से शहर तक आने-जाने के रास्ते को भी ठीक प्रकार से बनाया जाए। जैसे कहीं नैशनल हाईवे बन रहा है उसके बीच में यदि नदी आ गई और नदी पर पुल बनाने के बाद आप उस नैशनल हाईवे को डायवर्ट करना चाहते हैं और मान लीजिए कि उस पुल से शहर की दूरी 40, 50 या 60 किलोमीटर है, तो पुल से शहर तक के रास्ते को भी ठीक प्रकार से बनाने का काम आपको ही करना चाहिए। अभी श्री जुएल ओराम जी कह रहे थे कि 40 किलोमीटर के रास्ते को पार करने में 4 घंटे लग जाते हैं। ऐसा भी नहीं होना चाहिए। उन्हें बनाने का काम भी आपका होना चाहिए। तभी इस संकल्प और सरकार का जो यह मत है कि हम पूरे देश में नैशनल हाईवे को चमकाने का काम कम से कम समय में और जल्दी से जल्दी करेंगे, इस भावना की पूर्ति होगी। इस संकल्प के द्वारा उड़ीसा के क्योँझर और सुन्दरगढ़ जिलों में राष्ट्रीय राजमार्गों और रेल लाइनों के शीघ्र निर्माण के लिए विशो आर्थिक पैकेज देने संबंधी इस संकल्प का समर्थन करते हुए, मैं अपनी बात समाप्त करता हूँ।

SHRI B. MAHTAB Thank you Sir. It is my pleasure to participate on the Resolution, which has been moved by Shri Jual Oram because we all understand that it is only speed which brings in development.

When the United States was not United States and when America was America, when slowly development process was taking up and when the people, who were settled in different colonies, wanted development, the development came through Railways. The colonies invited Railway companies to build Railways so that commerce can come and wealth can be created. That was the idea 300 years ago.

In India, say, about 115 years back, when certain companies of England started building Railways, the same idea also was propounded that commerce and trade activities can flourish in this vast country if Railways can be built connecting different parts of the nation. Roadways were nothing new for us. There were roads during Sher Shah's time, and during Ahilyabai Holker's time when major roads connecting East, West, North and South were constructed. But, after Independence, National Highways came into being after the Third Five Year Plan, and many National Highways have been built. I am confining myself to the Motion which Mr. Jual Oram has propounded. The request here is – the greater stress is – to provide a special package for these specific projects. Special packages have been given by the Central Government for the underdeveloped areas, and special packages can be given on special occasions, keeping special areas in view. That is the main reason why the hon. Member, Shri Oram, has propounded that for these two

specific roads and for developing connectivity to the Port, special package should be provided. Shri Chandra Sekhar Sahu, the hon. Member from Behrampur, has also said that. Recently the hon. Minister for Shipping, Road Transport and Highways had been to Orissa to attend the Indian Road Congress. He not only attended the Indian Road Congress, but also paid a visit to the Paradip Port, which is the Gateway of eastern India today. He stayed there, made a review – we read about it in the newspapers – and interacted with different trade organisations. I am sure he is very much aware of the problem which Orissa is facing today. It is because the roads are choked, and the Railways are not in a position to carry the iron ore or the finished products from different plants to their destinations. It appears as if everything is in a very bottled-up position today in Orissa.

I would be specific. In the case of the National Highway 215, the request is to widen it and convert it to a four-lane Highway under NHDP Phase III where Rs. 66 crore have been allotted, and it is likely to be completed in December 2009. Four years are still there for its completion. Shri Oram had mentioned in the previous discussion, and today also he mentioned, that there are roads where the whole administration – local as well as District administration – is focussed only on maintaining law and order on roads, and to clear the roads so that vehicles can ply, the students can come from their houses to attend their schools and colleges and after attending the schools and colleges they can go back safely. It is because everyday accidents are taking place.

There are 16 National Highways in Orissa or passing through Orissa. This includes 403 kilometres of Highways which have been declared as National Highways. State-wise allocation of funds is made for development of National Highways. The total length of National Highways in Orissa today is 3704 kilometres. In Bihar – I am just comparing it – the total length of National Highways is 3537 kilometres, and the average annual allocation is Rs. 79 crore. In Karnataka the total length of National Highways is 3843 kilometres, which is little higher than Bihar, and the average annual allocation is Rs. 74.61 crore, which is around Rs 75 crore. Orissa is in between. The total length of National Highways in Orissa is 3704 kilometres, but we did not get Rs. 79 crore; we did not get Rs. 74 crore. Our share, though being in the middle, is Rs. 67 crore. Why is it so? Why Bihar, where the total length of National Highways is 3500 kilometres, gets Rs. 79 crore? When Karnataka with 3843 kilometres of total length of National Highways

gets Rs. 75 crore, we are getting Rs. 67 crore whereas the total length of our National Highways is 3,700 kilometres. [\[r20\]](#)

Therefore, I draw the attention of the Minister, through you, and also the Government to this discrepancy. Why this discrimination? This is actually agitating us. Adequate fund should be allotted according to the kilometre length of the national highway that is there in the State. Accordingly, the fund should be distributed. This is the general problem which I am saying.

The total length of the National Highway No.215 is 269 kilometres. It starts from Panikoili. It means it starts at the point of National Highway No.5 and it goes up to Rajamunda. This road was declared as a National Highway in 2000 during the NDA Government. This has still a single lane road and it has a length of 143 kilometres. Intermediate road is of 111 kilometres length. The position of double lane today is only 14 kilometres. Our request is to make it a double lane so that the mines can be connected to the National Highway No.5 and by that way it will be connected to the Paradeep Port. That is the main reason why we are insisting only on this road. About the other missing links, Mr. Jual Oram has already spoken.

Why has this problem arisen within the last five years? Why 17,000 trucks are plying on that road? It takes for them not less than four to five days to cover a distance of 150 or 200 kilometres. A truck carrying around nine tonnes of load will take not less than four to five days to reach the destination. This is the position there. There is a maximum length of 250 kilometres. Why has this problem come up? It is because a number of factories have been established. Sponge Iron Plant and a number of other factories have come up.

Nobody had conceived that this much would be the transport load. They have a specific usage. They call it, 'PCU' per day. Nobody had conceived that this number of trucks would ply on that road. I will not take much time but I will confine myself by saying that it is necessary to build these roads immediately.

It is also necessary to say something about the railway position. The hon. Minister had visited that place, Paradeep. Doubling of Talcher-Paradeep rail line has been going on for the last more than six to seven years. The major problem is construction of the second rail bridge over Mahanadi. I have been agitating about this repeatedly for the last three years in this House that a second rail bridge over River Mahanadi is necessary. Funds have been available but the work is not progressing as it should have been. Not only the second bridge over Mahanadi but also the whole doubling line from Talcher to Paradeep is also not in full progress. I would like to know categorically from you on which date—because the date that was specified has already passed--this doubling of Talcher-Paradeep will be completed and the goods train will be commissioned for use by the railways.

At the same time, I would also mention that when you are constructing new lines, the load capacity of the line should also be increased. Some lines were constructed 100 years ago. Some lines were constructed 40 years or 25 years ago. But now when new lines are being constructed, when more plants are coming up and it is envisaged that within another five to ten years' time, Rs.1,50,000 crore of investment is coming into industry that are going to be set up in Orissa, the load capacity should be increased. The major single foreign direct investment, POSCO, is coming up in Paradeep. That will increase a lot of traffic both on the roadways and also in the railways. That is the main reason why it is necessary that investment should also be done in a greater way so that these plants can come up. The Orissa Government has also come with an idea that you also have a number of joint venture companies.

16.00 hrs.

Orissa Government will participate, those respective companies will also participate and the Centre can also participate. I am not aware if the Minister can throw some light on that as to whether some concrete proposals have been finalized because construction of Haridaspur-Paradip rail line has been going on for the last 10 years and some money has been provided by the Railways. Now, we hear that it will be a JVC project. Accordingly, the Haridaspur-Paradip line can be constructed and it is necessary. When number of industries are coming up and investment is being made, they should be asked or directed to invest on the infrastructure development. They should not come only to make money.

They should also invest for the infrastructure and for the development of that specific State from which they will also earn something. That is our request that when you talk of national highway development, you should also talk of railway development and development of Paradip Port. At the same time, I am also reminded – I do not know as to whether Mr. Sahu has mentioned it or not – of connecting Gopalpur Port via Jeypore-Koraput-Theruvalli so that the loop can be organized. Three aluminum plants are coming in that area; Gopalpur Port can also be developed.

Similarly, Dhamra Port should also be connected to Angul.... (*Interruptions*)

SHRI CHANDRA SEKHAR SAHU : Development of Gopalpur Port is with the State Government.... (*Interruptions*)

MR. DEPUTY-SPEAKER: No. This is not to be recorded.

*(Interruptions)**

SHRI B. MAHTAB : Today, Gopalpur Port is a small Port.... (*Interruptions*)

MR. DEPUTY-SPEAKER: He is speaking without my permission. Whosoever speaks without my permission, he should not be recorded.

*(Interruptions)**

SHRI B. MAHTAB : Today, Gopalpur Port is a small Port but our idea is that Gopalpur Port should become a major port.... (*Interruptions*)

MR. DEPUTY-SPEAKER: Please do not disturb.

... (*Interruptions*)

* Not Recorded.

SHRI B. MAHTAB : My idea here is that Angul connected with Sukinda road and Sukinda road connected with Bhadrak and the line can come up to Dhamra Port so that Dhamra Port can also come up in a bigger way where TISCO and L&T are thinking of putting up green-field steel plant. These are the major ideas when we talk of infrastructure development. I would insist through you to the Government and the Minister for a special package for increasing connectivity to Paradip Port and also for providing funds for these two specific national highways. He is aware of it and I am very much hopeful that we will hear something. This is our demand.

SHRI GIRIDHAR GAMANG Mr. Deputy-Speaker, Sir, the Mover has given a scope for debate on Orissa Economic Package. Though it is related only to national highways yet the mover has rightly chosen two districts, namely, Keonjhar and Sundargarh, which come under the area of Fifth Scheduled Area of the Constitution. Likewise, Mayurbunj, undivided Koraput, Gajapati and Kandamal, all these areas also come under the Fifth Scheduled Area of the Constitution. When I am saying the Fifth Scheduled Area, naturally our demand will be for the development of these areas on the basis of a special package; not only road sector but also in other sectors.

Sir, North-Eastern States have got Sixth Scheduled Area and remote area as well as international border area. Therefore, the economic packages are given to them as well as special Central assistance which they deserve to get and they are getting. Sir, so far I have completed 30 years. I know that the Fifth Scheduled Area is yet to get the due share of development by different sectors. Although we have got maximum funds for the development of this region by [\[t21\]](#) the Government of India yet when we are talking of sector-wise, we could not get priority by the Government of India for the development of the area [\[t22\]](#).

When [r23]the Tribal Sub-Plan was formulated in 1975, it was indicated that not only would the Tribal Affairs Ministry be the nodal Ministry but all the Departments in the Government of India, whether it is the roads sector, railway sector or whichever sector, would also have a nodal division for development of these areas. So far, very few Ministries have come forward earmarking funds for these areas. Therefore, the national highways which are desired for the development of the region including undivided Koraput and Kalahandi and other backward areas need to be connected.

The highways in the State of Orissa are divided into two parts: those executed by the State Government and those executed by the National Highways Authority directly. Due to the non-completion of the National Highway at Panikoili, last year, I met with an accident and I could be saved only by the grace of God. That road was in an incomplete state and it was very difficult to move on that road. Therefore, I met with an accident and God saved me. I am saying this because when a work on a National Highway has been undertaken by the Government of India, it would have to be adequately funded so that it could be completed.

The new national highways which are proposed by the State Government of Orissa would also have to be taken up on priority. Mostly, we have suggested national highways only in scheduled areas, tribal areas and backward areas where the mineral resources are maximum. Those proposals are pending with the Government of Orissa. When I was the Chief Minister of Orissa, I recommended a number of national highways in those areas and also in some other areas. These new national highways would have to be taken up on priority but whatever projects have already been taken up should also be completed. Apart from that, many schemes in the Ministry of Road Transport and Highways also would have to be given priority.

The inter-State projects are of economic importance in linking up with bordering States so that there would be economic development naturally on the basis of movement of vehicles on the national highways. Secondly, where national highways are to be connected with State highways, they should also be taken up on priority.

So far as railway lines are concerned, there are very few railway lines in the remote areas where maximum mineral resources are available. One project which is still

pending is the project for conversion of the Nuapara to Gunpur from metre gauge to broad gauge. This gauge conversion project has to be taken up and the broad gauge line should be linked right up to Raigara and Thiruvalli.

The Gopalpur Port is a minor port which could be developed into a major port. The Government of India would have to consider it on the basis of the recommendation by the Government of Orissa or it has to take it up directly; if that is not possible, it would have to be handed over to the private sector.

There are also other sectors in which there are Government of India projects for Orissa which have to be given priority. This is a discussion on economic package to be given by one Ministry. I think, other Ministries would also have to come up with that type of an approach by which each and every Ministry would provide an economic package to the backward areas, tribal areas and scheduled areas and the projects of those Ministries would get priority.

With these remarks, I request the hon. Minister to give priority for allocation and execution of projects meant for Orissa and also for monitoring that the implementation is done on time.

Shri Ananta Nayak Hon'ble Dy. Speaker sir, I thank you for allowing me to speak on the resolution brought in by Hon'ble member Shri Jual Oram regarding the construction of NH and railway lines in the districts of Keonjhar and Sundargarh. Sir I am particularly concerned about NH 215. Sir I have sent almost 5 years in the Parliament. In every year and in every session, either in question hour or in special mention I have always made it a point to raise the issue of NH215. Out of the total length of 279 km of this NH, 198km

falls under my constituency the two end points are Panikoili and Rajamunda. This is not a new road. It was constructed by the British in the pre independence era to facilitate movement of people from Ranchi to Jajpur. In the latter stage in 1912 when mining work started it encouraged mining activities and subsequent commercial use. Thus the importance of the road increased. In 1999 it was declared a NH for the first time. But in 2002 the construction work really started. As a declared NH the pace of work should have been accelerated but that has not happened. The huge number of truck that ply on this road on a daily basis has further worsened the condition All my previous speakers including Shri Oram has already spoken about the massive traffic pressure on that road. On an average, about 15000 trucks use that road daily. As far as my information goes, after the Bombay-Pune road, this is probably the busiest road in whole of Asia. Sir at about 91km from the beginning of the road, is my native village. As per the instructions of the govt. 28000 PCOs were to be set up in the adjoining area. the Hon'ble Minister is here. I would like him to answer. Should this be the

* English translation of the speech originally delivered in Oriya.

condition of a road after being declared a NH? The stretch from 80km to 91km was to be widened and strengthened for which funds were sanctioned in 2003-04.

An amount of 487.08 lacs was to be spent on this 11km stretch. Work has been completed only on 3.6km. I want to inform the Hon'ble Minister, that now the construction work has stopped abruptly. Sir it is adjacent to my village, and I have verified personally.

Tenders were assigned to 5-6 contractors none of whom is to be seen these days. Sir in that locality the famous holy temple of Ghatagaon Tarini is situated. In religious importance this is second only to the Jagannath temple of Puri. Everyday hundreds of pilgrims use to flock to this holy place. But because of the poor road conditions now the number of visitors has drastically reduced. People are facing a lot of hardship while commuting on this road. Sir this is only one example. I have got a list from the NH authorities regarding the roads to be completed by 2006. Sir there is hell and heaven difference between the projected figures and the ground realities. Even half of the estimated roads have not been made double lined.

Hon'ble Dy. Speaker sir, through you I want to inform the house about a recent development in my area. Few days back about 10000 students from my constituency have written a letter to His Excellency President of India regarding the difficulty they face in going to their school. The concerned school is Greenfield School and is a CBSE affiliated one. It is situated about 11 km from Keonjhar. Sir the students could not reach their school in time to appear in their examination Because of the miserable road condition, they had to take an alternative road of 50km to reach their destination. Sir you can well imagine the condition of that road which made the students lose academically vital years. That is why they have requested H.E. President of India to take some initiative.

Sir I have personally experienced the hardship while travelling on NH215. I have even acted as traffic policeman. The road is always jammed in heavy traffic inflow. Especially after 8pm one can see trucks in bumper to bumper condition lined up for as long as 15km. In every month I have at least on 5-6 occasion acted as a traffic regulator. There is hardly any movement on both the eastern and western side of the district HQs. Sir the road conditions are unimaginably difficult. Keonjhar has a population of about 16 lacs. As per the DM's report of the previous year this district is responsible for 80.05 million metric tonnes of iron ore production and in this year till date 49.37 lac metric tonnes of iron ore has been extracted from this district. It is because of Keonjhar in Orissa that the govt. of India is earning crores of foreign exchange by exporting iron ore. It is a

matter of pride and we are happy for our nation. But this does not mean that 16 lac people of my constituency will give up their lives for no fault of theirs. Today i want to place some facts before you. In the last 4 years 536 people have lost their lives only in Keonjhar city. In this year as per the administrative report around 400 people have died in road accidents. More than 1000 people have been injured. Sir this is a very sad state of affairs. I am in deep mental agony. My constituency is a malaria prone area. I have repeatedly brought this to notice of the house. In the whole of India maximum number of people in my area succumbed to this deadly disease .In most cases the patients die in the ambulance itself as the roads are severely jammed and patients do not reach the hospitals in time.

This year 17 people have lost their lives in ambulance. Sir mine is a tribal area where huge deposits of iron ore manganese and chromite exist and are contributing to the national wealth. Is it fair that people of this area should die in road, will be deprived of the basic facility like transport? Is it fair that students of this area will not be able to appear in examinations and people will lose their lives in accidents and malaria? Is it the reward they are getting for their contribution to the national growth? For this reason there has been repeated strikes and agitations. The Keonjhar citizen forum has raised this issue. Keonjhar Suraksha Manch too has staged strike for 17 days. Recently even a yajna was arranged so that divine intervention will ensure change.

Sir my neighboring districts are now facing the problem of Naxalism. I strongly condemn Naxalism regionalism and separatism. But the central apathy and deprivation has emotionally charged the people. Now they are showing inclination towards separatism. The Banspani Jakhpura Railway lines falls in my area. Sir please allow me to speak. I'll give only one example. The Banspani Railway line spans over a stretch of only 10 kms., which was to be completed in 1996. But it got completed in 2000. But this 10km of Railway line has earned a revenue of almost 100 crores of Rupees to the Railway Department. As per their own survey, this is the most visible and ambitious project and within 3 years the Railways will get back all its investments.

The work has been completed upto Kenojhar, only due to a snag in the safety signal, train has not plied on the track. Sir I would request the Hon'ble Minister to extend the line

from Keonjhar to Tamka, which is a stretch of 98 kms and will be highly beneficial to the people. Since this is a very ambitious project and likely to earn plenty of revenue, the work should be accelerated. I spoke to the GM who says that the environment is not conducive to furtherance of work. Sir I, humbly request you and the Hon'ble Minister to start work on the project soon or it will give rise to local dissatisfaction and Naxalism may raise its ugly head.

SHRI SUGRIB SINGH Thank you Dy. speaker sir.

I thank honble M.P., Shri Jua Oram, for bringing in this resolution in the Private Members Business. All my previous speakers have spoken about the current situation of N.H in Orissa as well as India and also about shipping and port connectivity. But I will confine myself only to those NH which are located in Orissa and are connected to my constituency. I will place my demands before the hon'ble minister. I want to speak about two NH in particular and am sure the minister is aware about them. The first one NH224 which stretches from Khurda to Bolangir and covers a distance of about 300kms. Sir the condition of this road is deplorable. This road was handed over to NH authorities in 2004-05. However no special fund has been allocated to improve and upgrade the road condition. So far only for minor repair work some 47 lakhs has been sanctioned which is too meagre an amount to carry on full fledged work. Sir this road covers the districts of Khurda, Nayagarh, Boudh, Sonapur, Bolangir and some other districts.

Sir, travelling on this road is painfully slow and tiring. If a four-wheeled vehicle covers 60kms. in one hour, on a normal road, it will cover only 20 kms. in this road. Hon'ble minister is here. Sir, this road is in a very deplorable condition from zero to 148kms. In order to improvise the situation the state govt. has submitted estimates before the central govt. several times in the past. You have periodical renewal system for allocation of funds. You can allocate some additional funds on this basis. Otherwise the condition of the road will further worsen. The road is in a mess from 138km to 184kms. In the last 9 days at the behest of the state govt. the WODC (West Orissa Development Council) has taken the initiative to apply the first coat of tarcoal on the said road.

* English translation of the speech originally delivered in Oriya.

16.24 hrs.

(Shri Varkala Radhakrishnan *in the Chair*)

Unless the second coat is applied soon the situation will further deteriorate. For this reason the govt. of Orissa has written a letter to the ministry for allocation of additional funds of 3 crores of rupees. Please ensure the compliance of this request. Especially from Khurda to Daspalla from zero to 138km and from 138km to 299km the road is very narrow and in a nightmarish condition. Sir this work should be taken up on an emergency basis.

Hon'ble minister had recently visited Orissa and has first hand experience regarding the existing condition. Sir Mr. T.R. Baalu had attended the meeting of the Indian Road Congress in Orissa. He had promised in a press conference that he will pay special attention to this road because of the heavy flow of traffic. Today I want him to announce here about the package he has in mind for Orissa and what his plan of action is going to be. I hope that he will keep his promise.

Another important NH is 217 which connects Gopalpur to Raipur. This road was accorded NH status in the 2001. Meanwhile some steps have been taken and some are on the anvil. Some amount has also been allocated for which I want to thank the hon'ble minister. However some roads still remain neglected. One such road is from Nuagaon to Tumudibandha stretching from 176km to 222km. This road is full of potholes. The State Govt. for this reason has sent an estimate of 7.42 crores to the Central govt. Sir if you can release the fund under the IRQ (Improving Road Quality) Programme it will be highly

beneficial for the commuters. Sir I know Mr. Baalu is a down-to earth person with a genuine interest to serve the common good .I am sure he has the political will to make thing happens. Hence I expect him to be generous enough to take special initiative to further the cause of NH 217 and NH 224 .

श्री धर्मेन्द्र प्रधान उपाध्यक्ष जी, आज उड़ीसा के सुंदरगढ़ से लोक सभा में प्रतिनिधित्व करने वाले माननीय जुएल ओराम जी के माध्यम से जो संकल्प आया है, उसका मैं समर्थन करता हूं। यह संकल्प पिछले वार्ड सत्र में भी आया था। उस समय माननीय मंत्री जी राष्ट्रीय रोड कांग्रेस की सभा में उड़ीसा जाकर आये। यह रैजोल्यूशन एक विशेष विषय पर आया है। माननीय मंत्री जी जब उड़ीसा पहुंचे तो हमें उम्मीद थी कि वे वहीं कोई घोषणा करके आयेंगे, लेकिन हमें उनसे निराशा हुई। माननीय मंत्री जी यहां बैठे हुए हैं और कुछ अच्छी चीजें उन्होंने घोषित की हैं। एनएच 215 के अंदर कुछ पोर्शन चार लाइन करने की उन्होंने घोषणा की। इसके लिए हम उनको बधाई देते हैं और उनका धन्यवाद करते हैं। लेकिन दो-तीन विशेष सुझाव मैं माननीय मंत्री जी के सामने रखना चाहूंगा। उड़ीसा में एनडीए के शासन में दो हजार से ज्यादा नये रास्तों को एनएच स्टेटस मिला। उसमें जितनी इंवेस्टमेंट होनी चाहिए, वह नहीं हो पाई है। उसमें राज्य सरकार की भी भूमिका है, राज्य सरकार को उसमें और सक्रिय भूमिका निभानी चाहिए, यह हम मानते हैं। उड़ीसा जैसे पिछड़े राज्य में जिसके रैवेन्यू का कांटीब्यूशन कोयला, लोहा, क्रोमाइट, बाक्साइट की शक्ल में काफी मात्रा में है। ये उड़ीसा की लाइफलाइन है। आज सुंदरगढ़ जिला, क्यॉंझर जिला, अंगुल जिला, पाराद्वीप पोर्ट, झमरापुर पोर्ट और गोपालपुर पोर्ट, तीनों उससे लिंकअप हैं। दो-तीन रास्ते हैं जैसे 20215 और 23 और जो दो रेललाइनों के बारे में कहा गया है तालचेर और बिमलागढ़ - ये उड़ीसा की लाइफलाइन [cé\[r24\]](#)।

महोदय, यहां जिस रेलवे लाइन के बारे में कहा, तलचर, विमलागढ़ और जैसइबांदपन, ये सारी लाइफलाइन हैं। इनका आर्थिक दृष्टि से बहुत महत्व है। उड़ीसा आज किसी की दया का पात्र नहीं है। अपनी संपदा के कारण हम अपने पैरों पर खड़े हुए हैं। कल माननीय वित्त मंत्री जी कह रहे थे कि आगे आने वाले दिनों में देश की आर्थिक प्रगति 8 प्रतिशत की दर से होगी। उन्होंने कहा कि अगर कोई प्रदेश सहायता मांगता है, तो हम खुले हाथ से उसकी सहायता के लिए प्रस्तुत हैं। साहू जी इसमें राजनीति की बात कर रहे थे। उनको मालूम नहीं है कि पिछले शासन में सबसे ज्यादा और आज प्रदेश के शासन में सबसे ज्यादा लाभ कहीं पहुंचा है, तो वह दक्षिण उड़ीसा को पहुंचा है। माननीय सदस्य, मेहताब जी कह रहे थे कि कोल्हापुर का जो बाक्साइट एरिया है, उसे गोपालपुर पोर्ट के साथ एक लूपलाइन के द्वारा जोड़ा जाए, तो ज्यादा अच्छा रहेगा। मैं कहना चाहता हूं कि आयरन

सैक्टर, क्रोमाइट सैक्टर और कोल सैक्टर, ये तीनों सैक्टर लाइफ लाइन हैं। इनके महत्व को ध्यान में रखकर इस काम को पूरा करना चाहिए। कोयला, क्रोमाइट और आयरन, इन तीनों सैक्टरों में भारत सरकार को, पब्लिक सैक्टर को जितना लाभ और रॉयल्टी मिलती है, अगर उसका 5 प्रतिशत भी खर्च कर दें, तो हमारा इन्फ्रास्ट्रक्चर डेवलप हो जाएगा।

इससे रोजगार बढ़ेगा और स्वरोजगार बढ़ेगा। हम नाराज होते हैं क्योंकि "सेव आयल, सेव नेशन", मैं इस बात को रिपीट नहीं करना चाहूंगा। उसमें बहुत तेल खर्च होता है, डीजल का अपव्यय होता है। उसमें काफी बचत हो सकती है। मैं रेल के बारे में एक बात कहना चाहता हूँ कि इससे यात्रियों की फैसिलिटी बढ़ जाएगी। उड़ीसा के पिछड़े हुए इलाके, जैसे तरुंजर, सुंदरगढ़, अंगुल, देवगढ़ आदि रेल से जुड़ जाएंगे। देश में प्रगति तभी होगी, जब देश का इन्फ्रास्ट्रक्चर ठीक होगा। मैं माननीय मंत्री जी से एक विनती करना चाहूंगा कि आप इस पर विचार करें। मेरा एक सुझाव है। क्या यह संभव हो सकता है कि आप एक ज्वाइंट वेंचर में इसे बनाएं और टोल टैक्स अदा करके अपना पैसा ले लें? कई पार्टी शायद इस बात पर राजी हो सकती हैं। माइनिंग सैक्टर का जो रास्ता है और इसमें जो संभावनाएं हैं, उसे सरकार तलाश करे। यही मेरे दो-तीन सुझाव हैं। उड़ीसा के अपने पैरों पर खड़ा होने के लिए, वह किसी की दया का पात्र नहीं है। संघीय व्यवस्था में केंद्रीय सरकार अपनी जिम्मेदारी का निर्वाह करें, यही मेरी आपके माध्यम से सरकार के सामने मांग है।

MR. CHAIRMAN : Shri Brahmananda Panda, You can either associate or speak for only two minutes.

... (Interruptions)

SHRI BRAHMANANDA PANDA (JAGATSINGHPUR): Sir, we are new Members. ... (Interruptions)

MR. CHAIRMAN : I would tell you the difficulty. With utmost sincerity, I would like to inform that we have another Resolution also to be taken up for discussion.

... (Interruptions)

MR. CHAIRMAN : Hence, let him conclude within two minutes.

SHRI BRAHMANANDA PANDA Hon. Chairman, Sir, I extend my hearty thanks for giving me an opportunity to participate in this debate on the Resolution moved by our senior Member, Shri Jual Oram, who has been fight throughout his life for the development of rail and road connectivities, which are the lifelines of our country. So far as my constituency is concerned, it starts from Paradip port and ends at Konark Temple, which is one of the wonders of the world.

Hon. Chairman, Sir, Paradip is the gateway of not only India's economic prosperity but Paradip has also its unique importance in the port map of India. I must congratulate the hon. Shipping Minister, who was kind enough to visit my constituency and has himself released as to how Paradip port is making progress and as to how it is immensely contributing for the economic prosperity of this country.

Before entering into the details, I would like to state here that whatever we speak in this august House or whatever demand we made in this august House, the same is immediately materialised. But, I am really surprised that till today we, people of Orissa, are shouting for the rail and road connectivities to Paradip port [\[R25\]](#).

In the last meeting at Amritsar when the Shipping Minister was there at the time when the Consultative Committee meeting was going on, I urged upon the hon. Minister that the National Highway 215 is the lifeline of Orissa's economic prosperity. As you know, we have been supplying iron ore, coal etc., for years together for the economic prosperity of India. We have to realise how the Centre has been discriminating this peaceful and backward State. We always shout for the development of SC and ST community and Dalits. If that is the real spirit of the Centre and if the Centre wants that every State should come to the mainstream of country's development, then, Orissa should not be discriminated in any manner. As you know, Lord Jagannath is the real combination of peace, love, brotherhood and preaching the theme of peace and tranquility for years together. We belong to that holy land of Lord Jagannath.

Since hon. Chairman has already drawn my attention to confine to a few points, I am doing so. Our hon. Senior Member Shri B. Mahtab has already highlighted with regard to the connectivity facility to Paradip. The National Highway which connects from Rajamunda, Panikoili via Keonjhar to Rajamunda and then to the National Highway 23. There is an expressway from Chandipur to Paradip comes from Dhubri. The hon.

Minister has assured that it will be a four-lane road. We welcome the decision. We want that the work should be expedited and should be done on a top priority basis.

We have been urging since long for the special package for Orissa. Orissa should be declared as a 'Special Category State'. But, nobody in this august House is listening or considering our demand. The Orissa Assembly has unanimously resolved that Orissa should be given special package in all respects. That apart, now the National Science Institute is going to be shifted to some other State. This type of discrimination is really shocking. It puts impediments in the development of the State. I find that our State is rich in natural resources.

Orissa is the land of temples, filled with forests, minerals and all the bounties of nature. Despite all these resources, we are still regarded as a poor State, only because of the step-motherly attitude of the Central Government. In this context, hon. Chairman, Sir, I would like to urge upon you that road connectivity to Paradip is the lifeline of Paradip's prosperity. Secondly, doubling of the second railway bridge on Mahanadi is very important. These issues should be given attention by the Government of India. I would, therefore, urge upon the hon. Minister of Shipping, Transport and National Highways as well as the Railway Minister that special package should be given to the Orissa State. Orissa State should be allowed to march with the development of other States and then only Lord Jagannath will bestow all the benevolence on the Centre.

*.....*This part of the speech was originally delivered in Oriya.

SHRI TATHAGATA SATPATHY Mr. Chairman, Sir, thank you very much for giving me this opportunity. I realise the paucity of time because perhaps the hon. Minister has to leave now.

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): I will be always with you.

SHRI TATHAGATA SATPATHY : Thank you very much. We hear a lot about the hon. Minister in his home State of Tamil Nadu. It is a welcome thing. If every Minister actually concentrates and puts into effect the development activities at the ground level, people can perceive that [\[p26\]](#).

Then and then only, I assume that country can develop. Had these been the attitudes of Governments in the previous years, then I am sure this nation would have had a different perspective now and a different scenario now. I would like to draw the attention of the hon. Minister and I would beseech upon him to consider Orissa as his land and as his area. Orissa is the State which is rich – like all my colleagues who spoke previously said – which is capable of prospering, which has a lesser population compared to the square km. area, that is, density is lesser than many other States. Compared to the northern States, we are much less in population, which is keeping in mind the aim and the target of this nation – that is, population should be controlled. Orissa, as such, is a conscious race and we have tried to keep pace with the rest of the nation. But it is somehow a pity that Government after Government – I am not blaming any one political party; we all know that who had ruled this nation – did this. But over a period of time, Orissa, in spite of contributing very heavily to the Union Exchequer has somehow been left behind.

I would like to draw your attention to one or two facts. In the previous years, Orissa has been exporting something around 8 million tonnes of iron ore through roads, mostly through Paradip Port and a little portion through Vizag or Haldia. All this comes from the districts of Sundargarh and Keonjhar because those are the mineral belts of the State. They are the richest mineral bearing areas of this whole nation. But if you see the road connectivity in Orissa, it is a pity that development has been very fragmented and very staccato because of which the roads are extremely poor.

Orissa is one of the States where there are highest road accident deaths in the whole nation, in running kilometre measurement, which is again a very big damage to the country and to the State. Last year, there were more than 1,000 road accidents on National Highways. I am talking only about the National Highways, which is definitely higher than many other States. We have National Highway connecting Manguli Chhak to Sambalpur

and onwards to Mumbai, which is the National Highway 42. That National Highway is the main artery, on both sides of which we are seeing a lot of mineral based industries coming up like BALCO, Oswals, Bhushans, Jindals, and many other steel and mineral based plants. That National Highway needs to be four-laned immediately. If it cannot be made as four-laned, then the Government must consider if they would like to propose to the industries – with the Federal Government’s help – that they build a separate four-laned Highway under BOT Scheme, that would solve a lot of problems.

Another Highway, I would like to draw attention to, is National Highway 200 that connects Talcher to Paradip. That has tremendous amount of traffic and many accidents take place every single day. That needs immediate attention. That also is a high-income road; the Government of India earns a lot of revenue from those roads. They should be willing and coming forward to re-invest in those roads for the development of those roads. I would like to welcome, like the Golden quadrilateral, if these National Highways could also have check-gates and toll-gates. That way, the Government can get back its own investment. We do not care and we do not get into whether the Government invests in it or it would like to go into participation with private parties. But it would be a good thing if the Government considers going along with the private parties who would build these roads and operate them[R27].

There is a tremendous tourist potential in Puri, the land of Lord Jagannath, which our colleague Shri Panda has also mentioned. That is also connected by a National Highway to Bhubaneswar. I am not very sure, I think it is NH-203, and it needs to be four-lane. That probably is the only patch in Orissa which holds attraction for tourists. When Tamil Nadu, Kerala, your State, Sir, is booming ahead with God being there in your land, please allow the God to come to our land also.... (*Interruptions*)

SHRI T.R. BAALU : What is there?

SHRI TATHAGATA SATPATHY : Kerala is trying to take away the God land. So, I would request the hon. Minister to consider National Highways 42, 200 and the Bhubaneswar-Puri National Highway to be four lane in the coming years so that if they

could be included in this Budget, the work will start and the Lord's blessings will be on the Chairman and on the hon. Minister also.

SHRI T.R. BAALU: I have to thank all the hon. Members who have participated in the lively discussion that we have. They are: S/Shri Jual Oram - my former colleague in the NDA Government - Sahu, Mahtab, Giridhar Gamang and all other Members who have participated in this discussion.

MR. CHAIRMAN : Who is your former colleague?

SHRI T.R. BAALU: Shri Jual Oram, Sir.

MR. CHAIRMAN: He is still your colleague. He is a Member of this House.

SHRI BRAJA KISHORE TRIPATHY (PURI): Sir, the Minister has left us and that is why he is referring Shri Oram as a former colleague.

SHRI T.R. BAALU: All my friends have shown deep concern and it is a fact. Whatever they have deliberated here is not only the concern of a particular State but also the concern of the entire nation. During my last visit to Orissa, I spent two full days and travelled about 900 Kms. within Orissa. I have personally visited the State and seen the conditions of the roads which my friend has mentioned. I discussed the matter with senior officers of Orissa Secretariat. I discussed the matter with the hon. Chief Minister, my old friend and have understood the problem. My friends should not think that having understood the problem I would keep quiet. I will definitely take some action and that action will be implemented. Members will have to give me some time to see that all these actions are translated into reality.

My friends have mentioned about the National Highways 215, 23 and Talcher to Bimlagarh and Daitari to Banspani rail lines, about the missing links and that enough money is not provided. Secondly, bridge over Mahanadi has not been completed. All these things are real problems but they should understand that Orissa is having a

multifarious development. Its economic development is multifarious. It is not like it was 10 or 15 years ago. These roads are totally congested because of export and import of iron ore. Whatever Members have said, it is not exaggeration but a reality. What shall we do? We cannot construct roads overnight. It is not cash and carry business where you just go to the shop and come out. It is a matter of infrastructure, which means it has to be developed in a proper way[R28].

Sir, I went to Bihar. I saw there that many roads have not been attended to properly for years together. They have laid roads and have created the infrastructure. But one-third of Bihar is under water for almost eight months in a year. For that matter, the roads had not been properly developed, proper embankment was not there and proper contour was not there. I enquired from the officers whether there is any contour for some particular road. They replied that they have not provided it. When we create some infrastructure, we should have a proper Detailed Project Report (DPR). Unless we prepare a DPR, we cannot lay the roads properly. For having a proper DPR, it will take not less than 8 to 12 months. So the delay is reasonable. We cannot just take some numerical and multiply or divide them. We cannot just prepare some estimates and go for the construction activity. So, the delay is reasonable. I want to mention these projects one-by-one.

As regards National Highway - 23, it is an inter-State highway. It connects Jharkhand and Orissa. In Orissa portion, 209.2 kms. road structure is there. Banarpal to Ranchi; Banarpal to Pallahara and Pallahara to Birmitrapur, there is one stretch. The next stretch is from Binmitrapur to Ranchi. This stretch of 208.2 kms. is in Jharkhand. In Orissa stretch, 139 kms. is two-lane; 15 kms. is intermediate and 54.2 is single lane. It means even the single lane roads have been declared as National Highways.

As regards Jharkhand, out of 208.2 kms., 138.2 kms. is two-lane, 2 kms. is intermediary lane and 68 kms. is single lane. In the last three years, Rs.25.08 crore have been spent for the improvement of the Orissa road for a length of 45.39 kms.. This year in the Annual Plan, we have provided Rs.18.85 crore. As far as Jharkhand road is concerned, in the last three years we have provided Rs.30.74 crore for 78.45 kms. of road improvement. In this Annual Plan, we have provided Rs.13 crore.

What is the total length of the National Highways throughout India? It is 65,569 kms.. Out of 33 lakh kms. of road network consisting of State roads, MDR, ODR, all put together, it is two per cent only. This two per cent road is equal to 65,569 kms. which carries 40 per cent of the road traffic of entire India. Out of 65,569 kms., 35 per cent form part of single lane; 53 per cent form part of two-lane and 12 per cent is four lane.

As far as National Highway - 23 is concerned, my friends have very vociferously asked me why enough funds have not been provided and so on and so forth. In the past three years, under the head IRQP, we have provided Rs.3.31 crore and the funds have been utilised. As regards conversion into two lanes, for 22.3 kms., Rs.11.7 crore have been provided and the work is in progress. My friends have mentioned something about the missing link. As regards missing link of 7.69 kms., we have sanctioned Rs.9.6 crore and the work is in progress. All put together, 45.39 kms. of road have been improved during the past three years[\[r29\]](#).

Now, the Government, in the current year, has provided for a sum of Rs. 3.89 crore for the IRQP alone. The contract for this project is yet to be awarded. This is not a matter to be settled by the Central Government. The implementing agency, the State Government, will call for the bids and definitely the IRQP works will be underway. This is one reason as to why some of the stretch of National Highway -- 23 may not have been completed, but this aspect would certainly be attended to by the State Government.

Now, I would come to National Highway No -- 215. As has been mentioned by everybody, this is the lifeline for the area. There is no problem in considering this stretch as the lifeline of the area since this stretch connects Rajamunda to Paradeep. This is a feeder road. Iron ore and various other minerals are brought from far-flung areas through this stretch. Keeping in view this fact it has been proposed to be made into a two-lane road. Except for a stretch of seven kilometres, the total stretch in its entirety is proposed

to be made into a two-lane road. Even for that seven kilometres stretch, a sum of Rs. 4 crore has been provided to make that into a two-lane road.

The 249 kms stretch from Panikoili to Rajamunda has been included in NHDP III A. This was not done during the NDA Government of which myself and my friends from that side were a part and parcel, but this has been done during the UPA regime. This project has been included in NHDP III A means that it has been accorded a priority. Under the National Highway Development Programme, there is also a provision to include a project under NHDP III B, but the Government has not done so in the case of this project and this project has been included in NHDP III A taking note of the importance of this stretch and, therefore, has accorded priority to this particular area. We have given priority because by according priority to this particular area we would be able to develop the port and also the State will benefit and exports from this area will improve. Keeping all these things in view we have included this stretch in NHDP III A.

Apart from this, the stretch between Roxy to Rajamunda is the missing link. Previously, the Government did not consider this stretch. But now the Government proposes to have a four-lane of 20 kms in this stretch. So, having taking note of the importance of this area and to develop the area which leads finally to the area where mining activities take place, the Government feels that this area must improve and so this 20 kms stretch is also being considered to be constructed. The DPR will be prepared and definitely this stretch would be considered for construction. In the last three years, a sum of Rs. 76.72 crore has been sanctioned for the construction of a stretch of 208 kms. The balance will be attended to by the State Government.

SHRI B. MAHTAB : The State Government has asked for a amount of Rs. 250 crore.

SHRI T.R. BAALU: Sir, I can only assure my friend and the State Government that funds are not any constraints as far as this Government is concerned. The State Government could ask for more funds after the funds released for the project have been spent. The State Government can send the Chief Secretary or the concerned officers to the Government at the Centre for this and they may also send their utilisation certificate. As soon as we receive the utilisation certificate, according to priority, we would provide the funds.

Sir, my friends here were talking about not only National Highways --23 and 215 but also about various other things. NH5A is about port connectivity. This port connectivity is from the Paradip port to Chandikhol. This particular stretch is now being made into a four-lane road. There were some problems in regard to this project which I cannot share with the hon. Members here. It was in regard to land acquisition and other things. Those matters have been sorted out after a meeting with the hon. Chief Minister. The Chief Secretary was also there in the meeting and it was sorted out immediately, within 24 hours. Hon. Members here mentioned something about the Chief Secretary. I am sorry to inform my friends here that they simply blown this issue out of proportion. The Chief Secretary was called the next day after my visit to the State. He came here and I had a long two hours discussion with him and everything was sorted out. I do not wish to mention everything here because those would not be palatable to the Members. The stretch of 77 kilometers under NH5A is going to be made into a four-lane road. The Government has decided to spend a sum of Rs. 428 crore on this project. The amount has already been sanctioned. It would be completed by June, 2007. That is what I wanted to inform the hon. Members here [\[snb30\]](#).

17.00 hrs.

This is what I want to tell you. In NH 200, between Chandikhol to Dhubri, we are going to have a new four-lane activity. DPR has been approved for 39 kms. and the approximate cost will be Rs. 200 crore. In NH 200, the other stretch between Dhubri and Talcher is the most important. That has been taken up. We propose to develop it as a four-lane stretch. The length will be 98 kms. and the cost will be approximately Rs. 500 crore.

Now, I am going to talk about State highways. The hon. Members said that if Orissa is neglected, they will agitate for separation and that they will declare Orissa as a separate nation or something like that. I won't allow them to agitate. I will deprive of them that opportunity. The stretch between Dhubri-Brhmanipal-Harichandpur and

Narayanpur comes under State highway. It is of 98 kms. It is the most important stretch. It is an economically important stretch. That is why we have requested the State Government to provide for at least fifty per cent of the funds. The State Government has agreed to it. The Central Government is going to provide fifty per cent for this particular economically important stretch. ... (*Interruptions*) I know the State will agree to it because my friend is there as Chief Minister. There won't be any problem between friends. The total cost of the project is Rs. 110 crore. The State will definitely come forward to give Rs. 55 crore. I think I can get it through Shri Mahtab or Shri Tripathy.

Under the Golden Quadrilateral, 443 kms. is covered throughout the State of Orissa. Another State highway, that is State highway 12, is actually feeding Paradeep. It is said that there is a lot of congestion and that people are not able to travel. True, people are not able to go because this road is not meant for present day's traffic. It is meant for traffic that was there 20 or 30 years ago. It was constructed twenty or thirty years ago. It was good for that kind of traffic. It was serving well. But it is not good for today's vehicle population. So, we have to improve it. The Chief Minister came once and asked me to provide for more funds. The Government of India has provided Rs. 26 crore. Not only that. Paradeep Port has been requested by me personally to provide for funds. They have agreed to provide another Rs. 15 crore. Altogether, Rs. 26 crore plus Rs. 15 crore, Rs. 41 crore have been provided. The IOC has been contacted by the State Government for providing Rs. 40 crore; it has contacted the Mining Corporation to provide Rs. 30 crore; the balance amount will be provided by the Government of Orissa. Within these financial arrangements there is going to be an interaction with all these people and this particular road will be constructed. Previously, they were discussing that this road would be constructed as per the usual procedure. Now, they want to have concrete road. That is why the delay has occurred. I am not responsible for that. Let them please ask their people whether they are responsible or the Central Government is responsible.

Under NHDP III A we want to have four-laning for 10,000 kms. The Cabinet has considered it. They have permitted me to go for 4,000 kms. Out of this 4,000 kms., we have provided Chandikhol-Dhubri 39 kms. and Panikoili-Roxy 249 kms. Under NHDP III, over and above the 4,000 kms., National Highway 203 is being proposed for four-laning between Bhubaneswar and Puri, which is of 59 kms. Lord Jagannath is there in

Puri. We have not ignored Lord Jagannath. Lord Jagannath is being provided with proper four-laning. In National Highway 6 there is a stretch between Sambalpur and Chattisgarh. It is of 89 kms. Both roads will be taken up under National Highways Development Programme 3B[r31].

You have also proposed to have Roxy and Rajamunda, a stretch of 20 kilometre. Dhubri to Talcher is 98 kilometres. So, this 118 kilometre has been put in National Highway Development Project, Phase III A. National Highways development has been given priority. These are all the things which I have already attended to.

The third point is about the Talcher-Bimlagarh railway line. It is a Rs.726.96 crore project with 154 kilometre length. Final location survey has been completed. DPR is under preparation. In 2005-06, the Railways has provided Rs. 5 crore. Targets will be known only after detailed estimates are prepared.

As far as Daitari-Banspani is concerned, it is Rs.750 crore project with 155 kilometre. This line's construction is in progress. They have spent Rs.529.14 crore. Fifty-seven kilometre has already been commissioned. In the current year, they have provided Rs.128 crore. By March 2007, it will be completed. As on date, 74 per cent of the railway line has been completed. As far as Mahanadi is concerned, the second overbridge will be completed by March 2008. I think, I have answered all the questions.

About the doubling of Talcher and Paradeep, there is already a double line now except Mahanadi Bridge, which is in progress. I can request my hon. friend to kindly withdraw the Resolution... (*Interruptions*)

SHRI TATHAGATA SATPATHY : Sir, National Highway No.200 and National Highway No.42... (*Interruptions*)

MR. CHAIRMAN : No.

SHRI T.R. BAALU: It is not within the ambit of the Resolution.

SHRI JUAL ORAM : Sir, the hon. Minister has replied almost all the things that we raised. But, he has not replied to two or three things. One is, in National Highway No.23, you have declared a missing link and you have provided funds. But, I fail to understand why will you not give money for the existing single lane? I would request that you must provide it till this missing link is completed so that National Highway No.23 is up-to-date. The maximum length is in double lane and four lane. This single lane stretch is a National Highway. I cannot say anything on the fact that as to who declared it or how it has been declared or under what conditions they declared it. That is a past thing. But, money should be given for that portion.

Now, the National Highway No.215 is in a bad shape. All the traffic is commuting through a State Highway passing through Koira to Tansa, a SAIL town, to Lahunipara. The National Highway has been abandoned or it is not being used. So, when this parallel road is there and the provision is also there in the National Highways, you can declare National Highway No.215. That is my demand.

My another demand is about National Highway No. 215A. Again, this could not be connected through National Highway No.23. Again, the traffic is coming through State Highway No.10A. I would like to tell that originally that was a National Highway No.23. At that time, our political leader thought that if the National Highway is not diverted in this State, sub-divisional headquarters, we cannot get a bridge. So, they diverted this National Highway and the existing National Highway is in a bad shape. Originally, this National Highway was through Barkuta to Lahunipara. This was the original shape. You can declare it as National Highway No.23A and provide money. That is my demand.

Regarding this railway link from Talcher to Bimlagarh, detailed project reports are going on. My point is that when you have provided money of Rs. 5 crore each in two Budgets, why cannot the foundation stone be laid there[\[mks32\]](#)?

Why can the Railway authority or the hon. Railway Minister or somebody not go there? These are the simple demands. About the rest of things, I am thankful to the hon. Minister that he has replied.

In view of the reply given by the hon. Minister, with the permission of the Chair, I am withdrawing my Resolution.

SHRI T.R. BAALU: As far as the railway line is concerned, we will definitely be communicating the concerns of my friends to the concerned. But I have provided funds to the National Highway No.23. Even here also, I have provided Rs.3.89 crore this year but the State Government has not awarded any particular contract. That is why, it is like this. Let them spend it.

SHRI DHARMENDRA PRADHAN : It is for the missing link. But the existing National Highway is in a bad shape.... (*Interruptions*) Mr. Minister, you have provided money. We are thankful to you. You have provided money to the missing links, new ones. When the missing link is functional, no one is going to give money to the existing roads. Kindly give some money to the existing roads for once.

SHRI T.R. BAALU : I will provide in the Annual Plan definitely. If there is anything required, let the State Government come forward. We will ask them to give. So, kindly withdraw it.

MR. CHAIRMAN : Let us now conclude it. Shri Jual Oram, are you withdrawing your Resolution?

SHRI JUAL ORAM : In view of the reply given by the hon. Minister, I am withdrawing my Resolution.

MR. CHAIRMAN: Has the hon. Member leave of the House to withdraw his Resolution?

SEVERAL HON. MEMBERS: Yes.

The Resolution was, by leave, withdrawn.

SHRI T.R. BAALU: Thank you.



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