

transshipment facilities are there but as hon. Prof. Thomas referred to, there are certain restrictions in ports because of abotage. So, there are certain restrictions, but this is entirely a different concept. What we are trying to do at Vallarpadam is making it entirely a container terminal. It is totally a new container terminal where containers will be transhipped to not only different parts of India but different parts of the world.

[*Translation*]

World Bank Loan to Maharashtra for Construction of Roads

*204. SHRIBALASAHEB VIKHEPATIL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total World Bank loan assistance proposed to be given to Maharashtra Government for road development this year;

(b) the details of proposals sent by Maharashtra Government and the time by which these proposals are likely to be cleared; and

(c) the expenditure involved therein?

[*English*]

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) For the development of State roads in Maharashtra under World Bank Loan Assistance, an expenditure of Rs. 18 crore is expected during the current financial year against which an amount of Rs. 9.00 crore would be reimbursable by the World Bank.

(b) and (c). In Maharashtra, there is only one proposal relating to National Highways, namely 4-laning of Bassein Creek-Manor Section (total length 58 kms) on NH-No. 8 at an estimated cost of Rs. 84.00

crores which has been projected to the World Bank for assistance. The loan negotiations with the World Bank have not taken place.

SHRI BALASAHEB VIKHE PATIL: Mr. Speaker, Sir, at the outset, I would like to submit that on the one hand, the question put by me was bit modified and on the other hand the reply is not complete. Therefore, I would like to put some supplementaries. As the hon. Minister has stated in his reply that in Maharashtra, there is only one proposal relating to National Highways, namely 4-laning Highway at an estimated cost of Rs. 1800 crore. In addition to it, there are some other proposals regarding construction of State High Ways also. I would like to know the number of proposals of State High ways accepted by the Centre and the number of proposals still under consideration of the Government. I would also like to know the number of proposals returned to the State Government on the ground of non-availability of funds as also the total funds made available to Maharashtra Government during the last year and current year by the Central Government and the World Bank? So far as I know it takes a long time in obtaining approval of the World Bank and a proposal is approved and technical sanction is granted first by the Government of India, then only it is forwarded to the World Bank for assistance. In view of inadequate of roads in Maharashtra, there was a proposal to involve some industries and other agencies in construction of new roads and maintenance thereof.

I would like to know as to how many how responded to this proposal to Maharashtra Government, the number and names thereof and the roads and bridges for which they have shown interest? I would also like to know the number of proposals approved by the Centre and the estimated cost involved in each case.

[*English*]

SHRI K.P. UNNIKRISHNAN: Sir, I would like to make a clear distinction because ... (*Interruptions*) ...

[*Translation*]

SHRI MULLAPALLI RAMACHANDRAN: Hon. Minister is requested to speak in English so that all of us may understand. (*Interruptions*)

[*English*]

SHRI K. MURALEEDHARAN: Don't try to impose Hindi.

MR. SPEAKER: He is free to reply in English. There is interpretation going on.

SHRI K.P. UNNIKRIISHNAN: Sir, on the one hand we have National Highways including Express Highway projects which may or may not be financed by the international agencies like to World Bank or ADB. On the other hand we have State Road Sector for which States prepare projects and approach us to be included in the World Bank or ADB assistance programme. The question here relates to that I presume, and Maharashtra Government had approached us with fourteen projects last year for inclusion in the rehabilitation and improvement programmes. And another seventeen projects for black toping of M.D.Rs. Althtogether, it comes to thirtyone projects. Out of this, as I have said, the World Bank has already accepted eight projects. I would like to give the details of these projects: Wada-Bhiwandi Road, Palghar-Wada Road, Pune-Ahmednagar-Aurangabad Road, Aurangabad-Jaina Road, Akola-Hingoli Road, Nagpur-Umred Kanpa Road and Malegaon-Kopergaon Road. I am sure the hon. Member would be satisfied.

[*Translation*]

SHRI BALASAHEB VIKHE PATIL: I would like to know the amount earmarked for it. Due to heavy rainfall this year and the last year, the roads in Maharashtra have been

badly damaged and a number of road accidents have also taken place. Normally, one can reach Bombay from Nasik by road in three hours, however, due to damage caused by rains to the Highway, it is taking ten to twelve hours and for 15 days this National Highway, remained closed. Similarly, the distance between Pune and Bombay can be covered in three hours but due to bad condition of the road it takes eight to ten hours. In view of extensive damage of roads, a project was approved by the World Bank. I would like to know the amount to be given by the Government of India for this project. I would also like to know whether the Government of India will give additional funds to the Maharashtra Government in view of extensive damage of roads. I also wanted to know whether any agencies under the Government of India took any interest in those projects?

[*English*]

SHRI K.P. UNNIKRIISHNAN: I share hon. Members' concern for some of the roads that he has mentioned. But the Maharashtra Government should purforward specific projects in this regard. Recently, when I happen to pass through Bombay, a number of people, including some representatives of the Maharashtra Government, wanted something to be done for Bombay-Pune road. But, unfortunately, they have not put-forward any specific project proposals regarding either of these roads. Therefore, unless, they purforward specific proposals for these projects, it is difficult for us to process this work, i.e., international assistance, on our own.

As far as the projects that I have mentioned which have been accepted are concerned, I have the list of approved cost which would be financed. If you want to have the same, I can road them out.

<i>Sl. No.</i>	<i>Name of the Project</i>	<i>Length (in Kms.)</i>	<i>Approved cost (Rs. in lakhs)</i>
1.	Wada-Bhiwandi Road	22.70	277.00
2.	Paoghar-Wada Road	47.01	591.00

<i>Sl. No.</i>	<i>Name of the Project</i>	<i>Length (in Kms.)</i>	<i>Approved cost (Rs. in lakhs)</i>
3.	Pune-Ahmednagar Road	113.60	1204.52
4.	Ahmednagar-Aurangabad Road	90.00	1205.52
5.	Aurangabad-Jalna Road	121.80	1738.00
6.	Akola-Hingoli Road	91.00	1069.00
7.	Nagpur-Umred Kanpa Road	70.00	1020.00
8.	Malegaon-Kopergaon Road	96.00	947.00

As far as these projects are concerned, I understand, the tenders have been invited and very soon the tenders will be finalised.

[*Translation*]

AN HON. MEMBER: I also beg your attention.

MR. SPEAKER: I take care of all of you but this question is related to Maharashtra. It does not mean that you have no concern for Maharashtra, Shri Kapse.

[*English*]

PROF. RAM GANESH KAPSE: The hon. Minister has just now mentioned that something needs to be done as far as the rains are concerned and therefore, there is a problem in Bombay-Pune road. But, one problem about Maharashtra is that there is absolutely no quality control. Except in Delhi, Tamil Nadu and Gujarat, there is no quality control whatsoever, as regards highways also. So, will you please suggest to the Maharashtra Government to be very attentive about quality control at the time of building of roads?

SHRI K.P. UNNIKRISHNAN: I shall certainly look into this, and take it up with the Government of Maharashtra. (*Interruptions*)

[*Translation*]

SHRI RAM NAIK: Mr. Speaker, Sir, the proposed 58 kms long National Highway, namely 4 laning of Bassein Creek Manor Section passes through my parliamentary constituency i.e. Bombay North. Among all the Highways in the country, this is the busiest Highway as a large number of vehicles and heavy vehicles pass through its road, due to which vehicles are driven at a speed not more than 15 k.m.p. What steps are being taken by the Government to ensure free flow of traffic on this section when was the estimate of Rs. 84 crores in respect of construction of 4-laning road worked out?

[*English*]

When are you going to approach the World Bank, and what is the reason for not approaching World Bank in the last so many days?

SHRI K.P. UNNIKRISHNAN: As I have explained already, as far as we are concerned, we only take up, on our own, the Express Highways or national highways for assistance. As for World Bank or ADB assistance for the State sector roads, they have themselves to formulate the plans and approach us; and I have given you the list. As long as they do not include it, we are helpless... (*Interruptions*)

SHRI RAM NAIK: What about (b) and (c) in your reply? What I had asked you is about what has been included in the amount of Rs. 84 crores mentioned in (b) and (c) of your reply. Please see it. It has been said there that Rs. 84 crores have been projected. It is for the Bassein Creek-Manor section. I am asking you about that.

SHRI K.P. UNNIKRISHNAN: About this, negotiations will be taken up. It has been done at the current rates.

[*Translation*]

SHRI HARIBHAU SHANKAR MAHALE: Mr. Speaker, Sir, through you, I would like to say that Andhra-Bombay is one of the important Highways of the country. Kandemvari bridge across the river Godavari in Nasik is in dilapidated condition. I would like to know whether any proposal to undertake repairs of this bridge has been received by you or not? Secondly, there is a demand of construction of two or three bridges on this highway. What steps are being taken to fulfil this demand? Thirdly.....

MR. SPEAKER: Let him reply the first question, thereafter you put further questions. Take your seat.

SHRI HARIBHAU SHANKAR MAHALE: Mr. Speaker, Sir, it is the part of the same question, the grant which is made available by the World Bank, is given for which type of highways and what is its procedure?

[*Translation*]

SHRI K.P. UNNIKRISHNAN: I have already explained more than once that as far as national highway is concerned, if there is any specific problem, we will take it up, with or without assistance of World Bank; but as far as approaching for assistance is concerned, I have already explained that the State must formulate the plans forward them to us; and then we shall take it up with the World Bank or the ADB, as the case may be.

[*Translation*]

SHRI M.S. PAL: Mr. Speaker, Sir, through you, I would like to say that alongwith Maharashtra, in Uttar Pradesh.....

MR. SPEAKER: Palji, it is a very specific question. What do you want?

MR. M.S. PAL: Mr. Speaker, Sir, all the National Highways passing through Uttar Pradesh are in very bad shape because there is no one to look after them. Sir, they are not known by the name of National Highways, but are called National *Nash-marg*. If you go through the record of the road accidents you will find that maximum number of road accidents involving motor cars and other vehicles have taken by the Central Government to improve the condition with the assistance of the World Bank?

MR. SPEAKER: This question does not fall within the ambit of the main question.

DR. VENKATESH KABDE: Mr. Speaker, Sir, earlier, also, I had given notice of a question in regard to the National Highways in Maharashtra, 2900 kilometre long National Highway is there in Maharashtra, but only a 40 kilometre stretch falls in Marathwada. In spite of its being a backward area, no National Highway has been constructed there. The construction of only one National Highway is proposed to be taken up as stated by the hon. Minister in his reply. Banana is extensively produced in my constituency Nanded and it is selling at Rs. 3 per dozen there... (*Interruptions*) ... My question is whether the hon. Minister will direct the Chief Minister of Maharashtra in this regard so as to facilitate the progress of the people of that backward area?

[*English*]

SHRI K.P. UNNIKRISHNAN: This question relates to World Bank assistance. We are not discussing the National Highways. I share the concern of the hon. Member for the backward areas, particularly Marathwada. We shall certainly raise this question at the

appropriate time. I had already answered a question like this earlier in this House saying that it was under our consideration.

[*Translation*]

SHRIPYARLELAL KHANDELWAL: Mr. Speaker, Sir, I would like to know area-wise details of the projects on which the funds sanctioned by the World Bank for National Highways have been spent indicating the amount spent for each project?

[*English*]

SHRI K.P. UNNIKRIISHNAN: Well, there are a number of projects relating to different types of road programmes both Highways as well as State roads; and it differs from State to State. Unless I get a specific notice, I would not like to go beyond this question. (*Interruptions*)

[*Translation*]

MR. SPEAKER: Please take your seat.

[*English*]

SHRI NIRMAL KANTI CHATTERJEE: For construction of roads, do we need foreign raw-materials, foreign technology or foreign machinery? If we do not, why is it that for such kind of activities we should go in for World Bank loan in order to add to our problem of debt relief?

SHRI K.P. UNNIKRIISHNAN: The hon. Member has expressed his opinion. To some extent, I share it. But due to constraint of resources, we have hardly any other option than to approach some international agency.

[*Translation*]

Agriculture University Status to College of Agriculture Rewa (Madhya Pradesh)

*205. **SHRI YAMUNA PRASAD SHASTRI:** Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government propose to convert the College of Agriculture, Rewa (Madhya Pradesh) into a national level Agriculture University; and

(b) if so, when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) Sir, no such proposal is under consideration of Government of India.

(b) The State of Madhya Pradesh already has two State Agricultural Universities with 13 constituent colleges, which produce sufficient manpower to meet the requirement of the area.

SHRI YAMUNA PRASAD SHASTRI: Mr. Speaker, Sir, I am very much disappointed by the reply of the hon. Minister. Sir, Madhya Pradesh is a vast State. So far as area is concerned it is the biggest State in the country and it has different regions having different geo-physical conditions. The two agricultural universities in the State are located at Jabalpur and Raipur. The Vindhya region comprises erstwhile princely States. In 1956, it was merged in Madhya Pradesh. An agricultural college in Rewa district is there since 1954. At that time, there was no agricultural college in Jabalpur or Raipur. This agricultural college is the oldest in Rewa. The geophysical conditions of this region are totally different from other regions. Total irrigated area is only 21 per cent in Madhya Pradesh, whereas the average total irrigated area in the country is 31 per cent. Irrigated area in the Vindhya region is only 3 per cent. The geophysical conditions of this region are totally different. A university is set up for conducting research... (*Interruptions*) ...

MR. SPEAKER: Besides this, you can ask another supplementary question. Please put your question straightaway.

SHRI YAMUNA PRASAD SHASTRI: I would like to know whether in view of the