

[Shri Raghunatha Reddy]

Employees' Insurance Act does not apply they get the benefit under the Maternity Benefit Act itself. But the complicated question is this. Where the provisions of Employees' State Insurance Act are applicable, but the benefits are not as in the case of employees getting wages over Rs. 1,000, what is to be done? We thought, even though these people getting Rs. 1,000 may be considered to be belonging to affluent sections and able to take care of themselves, under the Maternity Benefit Act these women employees will get the benefit. This is exactly the purpose and import of this amendment. With these words I move.

SHRIMATI PARVATHI KRISHNAN: Many points were raised about the question of maternity benefits. He said that this enactment will give them benefits. What we have noticed is that in regard to the matter of employment of women, women are getting squeezed out into less remunerative avenues of employment. This is the situation which we see in all sectors and especially concerning the construction, beedi workers, agricultural workers and so on. You have not replied to those points at all. Would you have discussions with the Central organisations? Otherwise this will continue.

SHRI RAGHUNATHA REDDY: The provisions of the Act are being enforced by the State Governments. They are the appropriate authorities for the enforcement of these provisions. In certain other respects, as I have already indicated, we still take up the question of extending it and also review of the implementation of the Act in the next Labour Ministers' Conference.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill further to amend the Maternity Benefit Act, 1961, as

passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: The question is:

"That Clauses 2 and 3, Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 2 and 3, Clause 1, the Enacting Formula and the Title were added to the Bill.

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

14.19 hrs.

RESOLUTION RE. CENTRAL ROAD FUND

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHIL-LON): Sir, I beg to move the Resolution on Road Development governing the Central Road Fund, in supersession of the existing Resolution. Copies of the proposed modified and the existing Resolutions are already with the Hon. Members.

I beg to move the following Resolution:—

"In supersession of the Resolution on Road Development adopted by the Constituent Assembly of India (Legislative) on the 19th November, 1947, and as subsequently amended by that Assembly on the 8th December, 1949 and by the Parliament of India on the 14th

April, 1950, this House hereby resolves that—

1. There shall continue to be set apart an amount not less than 3.5 paise per litre out of the duty of customs and of excise levied on motor spirit and the proceeds thereof shall be applied for the purposes of road development.

2. (1) The proceeds of such an amount so set apart in any financial year, reduced by duty attributable to taxed motor spirit used in aviation during the same period, shall be credited as a block grant to a separate Road Fund to be maintained in the Public Account of India.

(2) For the purpose of this Resolution taxed motor spirit shall mean motor spirit upon which the duty of customs or excise shall have been paid and in respect of which no rebate of such duty shall have been given

3. (1) The Road Fund shall be allocated as follows:—

(a) a portion equal to twenty per cent shall be retained by the Central Government as a Central Reserve, this percentage being applicable with effect from the allocation due for the financial year 1948-49.

(b) out of the remainder there shall be allocated by the Central Government a portion for expenditure in each State and Union Territory specified in the First Schedule to the Constitution as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used in aviation, in each area for which an allocation is to be made shall bear to the total consumption in the territory of India of taxed motor spirit, other than

motor spirit used in aviation during the financial year concerned.

(2) The portions allocated for expenditure in the various States and Union Territories shall be retained by the Central Government until they are actually required for expenditure in the manner hereinafter specified.

(3) If in the opinion of the Central Government, the Government/Administration of any State/Union Territory has at any time—

(a) failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory; or

(b) delayed without reasonable cause the application of any portion of the Road Fund allocated or re-allocated, as the case may be, for expenditure within the State or Union Territory the Central Government may resume the whole or part of any sums, which it may at that time hold for expenditure in that State or Union Territory.

(4) All sums resumed by the Central Government from the account of any State Government/Union Territory Administration as aforesaid shall be re-allocated between the credit accounts of State Government/Union Territory Administration and the reserve with the Central Government in the ratio of the main allocation for the financial year preceding the year in which the reallocation is made.

Provided that the sum so calculated as the share of the State/Union Territory from whose account the resumption has been made shall be cre-

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ditioned to the reserve with the Central Government.

(5) Special additions to the Road Fund for financing particular projects may be accepted from source other than mentioned in para 2(1) which shall be kept in a special Reserve and utilised for such projects.

4. The balance to the credit of the Road Fund or of any allocation thereof shall not lapse at the end of the financial year.

5. No expenditure shall be incurred from any portion of the Road Fund save as hereinafter provided.

6. The Central Reserve with the Central Government shall be applied first to defraying the cost of the administering the Road Fund and thereafter the balance of Central Reserve and Central Road Fund (Allocation) shall be utilised for financing such of the schemes connected with roads as the Central Government may approve and the sums allocated for expenditure in the State/Union Territories from these sources may, subject to the previous approval of the Government of India to each proposal made, be expended upon any of the following objects, namely:—

(a) Road Research and Intelligence Schemes;

(b) Traffic Studies and Economic Surveys;

(c) Training arrangements for young Engineers;

(d) Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities,

helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc, likely to be lost sight of by the road authorities concerned in the midst of other activities

Provided that the amounts in the Special Reserve shall be applied only to the purposes for which they are earmarked.

7. No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the Union Minister of Shipping and Transport."

I may recall that the Central Road Fund has been in existence since 1929-30 and so has been the Resolution on Road Development governing this Fund except for minor modification, made from time to time to meet the requirements arising out of the developments taking place now and then. The existing Resolution is based on the Resolution last adopted by Parliament on 14th April, 1950.

As the hon'ble Members might be aware, the Central Road Fund is a non-lapsing Fund and derives its revenue out of customs and excise duties on taxed motor spirit (i.e., petrol used by motor vehicles) at 2-1/2 annas per gallon. Actually, to begin with, the rate of accruals to this Fund in 1929-30 was 2 annas per gallon. Subsequently, it was raised to 2-1/2 annas in 1931 and has stayed at that level since then.

Ever since its creation, the Fund has provided a sustained source for supplementing the other sources available for financing road development in the country, especially in areas which are likely to be lost sight

of by the various road authorities in the midst of their manifold activities like projects required for promoting inter-State road communication facilities, helping in the opening of new area, providing funds for schemes of research and intelligence, etc. Although ever since the ushering in of planned development in the country since 1951, considerable money is being provided under various other sources also for road development as part of Central and State Plans, the need for paying particular attention to the special needs referred to by me a little while ago still continues since our road requirements are so vast that we require a tremendous lot of money to catch up with the progress being made in the developed countries of the West. The Central Road Fund has, therefore, to continue to meet many a felt need. However in the light of our experience with the working of the Central Road Fund since its creation in 1929-30 and the development which have taken place since then, Government feel that the objectives of the Fund requires some modifications so as to provide greater emphasis on research, training, surveys and special studies, and roads of all-India importance like roads leading to the removal of regional imbalances such as those helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, assisting in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings, etc. These are sectors which might not get the required attention by the various road authorities in the midst of their other manifold responsibilities for meeting local requirements. The objectives of the Fund contained in paras 6-8 of the existing Resolution are, therefore, proposed to be slightly re-arranged and modified with this aim in view. While doing so, it is also proposed to take advantage of

this opportunity to effect certain other amendments in the existing Resolution to delete out of date portions.

With this background, I would now explain to you the modifications proposed to be made in the new Resolution before you *vis-a-vis* the existing Resolution. Briefly the position is that—

(a) the first 5 paras of the proposed modified resolution are more or less the same as those in the existing resolution except for some procedural/drafting changes required to indicate the present position. For example—

(i) There is a mention of 'extra' duty of customs and excise in para 1 of the existing resolution. This word 'extra' is now redundant in the present context as the 'extra' duty intended for the Central Road Fund has since been merged in the Central Excise Duty and the required amounts are being provided for this fund from out of the Consolidated Fund of India by way of block transfer.

(ii) In para 1 of the existing resolution, the rate of accrual has been indicated in annas per gallon. It is now proposed to indicate it in metric terms i.e., Naya Paise per litre instead of annas per gallon.

(iii) Sub-para 2(1) and 2(2) of the existing resolution are proposed to be re-drafted as indicated in the proposed modified resolution as sub-para 2(1). It does not involve any modification in substance but means only a drafting modification to bring out that the road fund shall be maintained in the Public Account of India.

(iv) In para 3(1) (b) of the existing resolution, there is a

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reference to the "Calendar Year ending during the financial year concerned" for calculating the amount that may be available for each State/Union Territory. Reference to "Calendar Year" is now proposed to be deleted and substituted by financial year so that the basis for calculating the amount of accruals to the Fund is also financial year which is being followed in all other accounting matters.

(v) In para 3 of the existing resolution, there is a mention of Part 'A' and Part 'B' States. Since this distinction does not exist at present, it is proposed to substitute the words "States and Union Territories" for the words "Part 'A' States and Part 'B' States" wherever these words occur in para 3.

(b) Paragraphs 6 to 8 of the existing Resolution relating to the objectives of the existing Fund are proposed to be replaced by para 6 of the suggested modified resolution in the light of the background given by me earlier indicating Government's thinking to revise the objectives of the Fund to provide for greater emphasis on research, training, surveys and investigations and schemes of all-India importance like roads in tribal, backward, hilly areas which also occupy an important place in Prime Minister's 20-Point Programme, roads intended to promote inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings, etc. Further, the "revised objectives" will now be common to both the Central Road Fund Allocations and Central Road Fund (Ordinary) Reserve. The

main idea underlying the proposed revised objectives is to ensure greater attention to schemes of all-India interest as distinct from schemes of local character which could be easily attended to as part of the local development projects.

(c) Paras 9 and 10 of the existing Resolution refer to a Standing Committee. Since all the Standing Committees were abolished by Government in June, 1952, Paras 9 and 10 in the existing Resolution are now out of date and hence paras 9 and 10 of the existing resolutions are proposed to be deleted in the modified resolution.

I now move that the Resolution before you may be adopted by the Sabha.

MR. DEPUTY-SPEAKER: Resolution moved:

"In supersession of the Resolution on Road Development adopted by the Constituent Assembly of India (Legislative) on the 19th November, 1947, and as subsequently amended by that Assembly on the 8th December, 1949 and by the Parliament of India on the 14th April, 1950, this House hereby resolves that—

1. There shall continue to be set apart an amount not less than 3.5 paise per litre out of the duty of customs and of excise levied on motor spirit and the proceeds thereof shall be applied for the purposes of road development.

2. (1) The proceeds of such an amount so set apart in any financial year, reduced by duty attributable to taxed motor spirit used in aviation during the same period, shall be credited as a block grant to a separate Road Fund to be maintained in the Public Account of India.

(2) For the purpose of this Resolution taxed motor spirit shall mean motor spirit upon which the duty of customs or excise shall have been paid and in respect of which no rebate of such duty shall have been given.

3. (1) The Road Fund shall be allocated as follows—

(a) a portion equal to twenty per cent shall be retained by the Central Government as a Central Reserve, this percentage being applicable with effect from the allocation due for the financial year 1948-49

(b) out of the remainder there shall be allocated by the Central Government a portion for expenditure in each State and Union Territory specified in the First Schedule to the Constitution as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used in aviation, in each area for which an allocation is to be made shall bear to the total consumption in the territory of India of taxed motor spirit other than motor spirit used in aviation during the financial year concerned

(2) The portions allocated for expenditure in the various States and Union Territories shall be retained by the Central Government until they are actually required for expenditure in the manner hereinafter specified

(3) If in the opinion of the Central Government, the Government/ Administration of any State/Union Territory has at any time—

(a) failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory, or

(b) delayed without reasonable cause the application of any portion of the Road Fund allocated or re-allocated, as the case may be, for expenditure within the State or Union Territory, the Central Government may resume the whole or part of any sums which it may at that time hold for expenditure in that State or Union Territory.

(4) All sums resumed by the Central Government from the account of any State Government/ Union Territory Administration as aforesaid shall be re-allocated between the credit accounts of State Government/Union Territory Administration and the reserve with the Central Government in the ratio of the main allocation for the financial year preceding the year in which the re-allocation is made

Provided that the sum so calculated as the share of the State/Union Territory from whose account the resumption has been made shall be credited to the reserve with the Central Government

(5) Special additions to the Road Fund for financing particular projects, may be accepted from source other than mentioned in para 2(1) which shall be kept in a special Reserve and utilized for such projects

4 The balance to the credit of the Road Fund or of any allocation thereof shall not lapse at the end of the financial year

5 No expenditure shall be incurred from any portion of the Road Fund save as hereinafter provided

6 The Central Reserve with the Central Government shall be applied first to defraying the cost of the administering the Road Fund and thereafter the balance of Central Reserve

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and Central Road Fund (Allocation) shall be utilised for financing such of the schemes connected with roads as the Central Government may approve and the sums allocated for expenditure in the State/Union Territories from these sources may, subject to the previous approval of the Government of India to each proposal made, be expended upon any of the following objects namely:—

(a) Road Research and Intelligence Schemes;

(b) Traffic Studies and Economic Surveys;

(c) Training arrangements for young Engineers;

(d) Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities.

Provided that the amounts in the Special Reserve shall be applied only to the purposes for which they are earmarked.

7. No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the Union Minister of Shipping and Transport."

SHRI B. V. NAIK: I move:

"That in the resolution,—

after part (d), of para 6, insert—

"(e) Welfare measures for labour engaged in road construction activity."(2)

MR. DEPUTY SPEAKER: Now, the Resolution and the amendment are before the House.

SHRI DINESH JOARDER (Malda): We are glad that the hon. Minister of Transport and Shipping, Dr. Dhillon, has given this House another opportunity to discuss certain problems of the road transport organisation of the country we are facing at the present day. The Minister has already stated that the idea of raising a fund for road development emanated in 1929-30. That was in pursuance of the recommendations made by the Jayakar Committee. The necessity was felt as far back as 50 years, a fund was also raised and regulations were made for disbursement of the fund for road development and other ancillary development connected with road transport organisation. But we are sorry to note that in spite of a huge sum of money disbursed every year on this account, actually no concrete result has yet been achieved out of all this. Periodically there were several conferences, meetings, Road Congress and Commissions. Suggestions were made but no definite and concrete steps were taken by Governments, either at the Centre or in the States, towards a co-ordinated development and organisation of the road transport system of our country.

This was also recommended in 1956 in what is popularly known as the Twenty-year Plan for road development, with the period fixed from 1961 to 1981. In those recommendations, it was stated that the road length would be enhanced considerably to cover the remote villages of the country for the purpose of marketing agricultural produce and also helping the development of the rural economy, giving scope for mutual intercourse between the population of the rural and urban areas. But I think nothing seriously has been taken out of those recommendations made in 1956, 1957 and thereafter. It was also recommended that the National Highways should be in two lanes for up and down traffic. Now we cannot mention even a single National Highway with two-lane carriageways. I do not know. I would be glad to

know from the Minister whether this part of the resolution has ever been considered.

Also in 1934 the Indian Roads Congress was held. They had also suggested many measures for raising adequate funds not only from taxation of motor spirit but also from other sources. It was also suggested that the indirect beneficiaries should also contribute to the Road Development Fund, i.e. industries which are getting the benefit of the road transport system, the motor tyre manufacturing industry, the motor vehicles manufacturing industry, the refineries, the multinational and other corporations importing, distilling and distributing motor spirit and other things and earnings crores of rupees every year, then the spare parts manufacturers who are dealing in these industries. All these people should contribute a certain proportion of their profit to the National Road Development Fund so that the road transport organisation may be developed in a proper and adequate manner.

Now I will just mention a few points regarding the Resolution itself. The hon. Minister stated that there are no vital changes in the Resolution he has moved which is to replace the existing one. Actually I have not been able to understand what will be the impact if that word is omitted in para 1. In the old Resolution, it was stated "there shall continue to be levied on motor spirit an extra duty of customs and of excise less than 2 annas per gallon". Now apart from this extra duty, what is the normal duty of customs and of excise on motor spirit? Now, you are going to omit these words 'extra duty' and you are saying that an amount of not less 3.5 paise per litre will be set apart. That means the extra duty which was being levied for the purpose of road development is being stopped. Technically we should think that the prices of motor spirit to that extent should come down. Now, what

will be the normal excise duty and the customs duty that are being levied? Out of this normal duty, in the usual way, you are going to set apart 3.5 paise per litre.

SHRI VAYALAR RAVI (Chirayinkil): That is one paise extra.

SHRI DINESH JOARDER: So, what would be the impact on the change in the resolution, change in the draft and on the language in the Resolution? In this context I think that at least to that extent, prices of petroleum, diesel and other motor spirit will be reduced. I do not know how this will be adjusted. I do not know what will be the Minister's reply to this. What will be the effect of this change?

As regards the second amendment, the Minister has stated that the changes that have been made are with regard to the rebate and the concessional price and the exemption on levy of duties that are being allowed to the aviation spirit supplied to Indian Airlines, Air India International and other aircrafts that touch the Palam Airport in Delhi, Dum Dum Airport in Calcutta and the Santa Cruz airport in Bombay. These are International Airports and they are getting exemptions. I do not know why the Road Development Fund should be utilised for this purpose. Why should they get concessions and exemptions? For the maintenance of these airports and for providing facilities to the passengers going to these airports, you have got big roads connecting the cities, that is from Palam Airport to Delhi/New Delhi, from Dum Dum Airport to Calcutta and the Santa Cruz Airport to Bombay, and you have also got other long distance V.I.P. roads which you are going to maintain by incurring a heavy expenditure. These roads are used for carrying the passengers and goods from cities to the airports and vice versa. So, the airports and the international airports are getting the benefits on account of this. The benefit is not very little but to a large extent, they are getting the benefits out of this road transport system. There should be no exemption on the duties

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for aviation fuel. The road development fund should not be utilised for the maintenance of these roads connecting the International Airports. That is my suggestion. What is the basis for this? In this connection, I have already stated that the fund should be much larger than what we are now getting.

We have only 44 national highways and 11 more are under construction. This is a big country extending from Kashmir to Kanyakumari and from Bombay upto to Arunachal Pradesh and the number of national highways is insufficient. We need many more national highways for easy and prompt communication from one part of the country to another.

DR. G. S. DHILLON: The scope of this fund is very limited. Improvement of national highways and other roads come under the general budget which is entirely separate. You are going to have it later.

SHRI DINESH JOARDER: I know that 80 per cent of this fund will be given to the States and 20 per cent will be retained by the Centre. The States generally utilise this fund for maintenance of national highways, construction of roads and bridges etc. In the original resolution there were certain guidelines laid down for the States and Union Territories to follow as regards the utilisation of the funds allocated from this fund. This money was to be spent on the reconstruction and substantial improvement of existing roads and bridges and in special cases on maintenance of roads and bridges constructed or substantially improved from the Road Fund or loans approved or sanctioned by the Central Government. Now you are going to remove these guidelines. So, there is every chance of the money allotted from this fund being misused for other purposes. Therefore, certain guidelines are necessary. Also, the volume of the fund should be enhanced so that more money may be at the disposal of the Central Government.

That is why I have suggested that those who indirectly benefit from the road transport system also should contribute to the fund to make it larger.

About the disbursement policy, the resolution says:

"out of the remainder there shall be allocated by the Central Government a portion for expenditure in each State and Union Territory specified in the First Schedule to the Constitution as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used in aviation, in each area for which an allocation is to be made shall bear to the total consumption in the territory of India."

That means, the fund will be distributed in the ratio which the consumption of motor spirit in that particular area bears to the total consumption in the country.

I do not know how this ratio of consumption will be determined. There may be many fallacies and maladies in calculating this ratio. There are certain cities and towns where big agencies of motor spirit are there which control the motor spirit in a particular area or State but distribute it in the neighbouring area or State. Take the case of diesel. Diesel is being used for other purposes also like irrigation, power, industries, etc. If the consumption is the ratio, then it may so happen that a particular State which is consuming larger quantities of motor spirit, may get lesser amount of road development fund because of this complicated process of calculating the ratio of consumption. Besides this, there are certain other risks also. Certain dealers manipulate their accounts to avoid tax. So, it is very difficult to know the actual consumption. Apart from that, the density of motor vehicles, the traffic load and the length of road, actual necessity of that area or that region, should also be taken into consideration. It was neither mentioned in the previous Act nor in the amended Act. All these

factors should be taken into consideration.

As regards the other point, in the old resolution, part number 7, there were certain guidelines given to the States for utilisation of allocated Funds in that area and now you are going to remove those guidelines. So, there is an apprehension that because the States are very often facing financial crisis, they may utilise this road development fund for other purposes or they may divert this fund to meet deficit in the budget. If any State or Union territory fails to utilise any part of the allocated fund, you are going to withdraw the allocated fund and get back the money from the State concerned and again re-allocate according to the previous ratio that was there. There is one difficulty in this. There are certain regions in a State which may not be able to utilise the money in the same year due to floods or certain other reasons. In my own State, every year funds for the road development are allocated both from the State exchequer and from the Central Development Fund but those funds could not be utilised for these repeated and continuous floods from the various rivers—from the Ganges and from the Himalayan and other rivers. Every year, one part or the other remains submerged due to flood and other natural calamities. Even if there were schemes for road development and other things, they could not be executed. In this manner, the Fund may not be utilized. But if you forfeit the money allocated to the States and ask them to return it or withdraw the allocation, I think that it would mean an injustice being done to them in this regard. Lastly, you are now going to give some new guidelines to the Centre and to the States who will utilize the funds allocated out of the Central Reserve and the Special Reserve. I am glad that these guidelines were headed. You have said that in para 6 of the new Resolution. Now I would like most humbly to remind Dr. Dhillon that during the last session, he had assured us that some measures would be

taken in favour of the labourers, drivers and others engaged in transport.

MR. DEPUTY-SPEAKER: That does not come here.

SHRI DINESH JOARDER: Yes, it comes.

MR. DEPUTY SPEAKER: How?

SHRI DINESH JOARDER: He has already mentioned a part of those things. In para 6(d) of the Resolution, it says—

“Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas backward regions, promoting inter-State communication facilities....”

MR. DEPUTY SPEAKER: That is for construction of roads.

SHRI DINESH JOARDER: It says further:

“... helping in combating anti-social elements like dacoits, Naxalites, etc, promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc....”

You have said that for helping in the combating of anti-social elements, dacoits and Naxalites and for helping in the promotion of tourism etc. you are now going to give certain facilities to the road transport people, from out of these funds. But what about the truck drivers and the other people running daily service from Assam or Gauhati? You had assured us that you would take steps for installing certain inns and rest-houses on the road-side and also give certain facilities to the road transport workers who ply on these long routes with National Permits etc.

DR. G. S. DHILLON: May I again remind the hon. Member that this is a very small, limited fund, which will go to the States? These are only the

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few indications that have been sent to the States. The hon. Member is basing his observations on the general revenue expenditure which is an entirely different thing; it will come later on. This is a very small thing. We cannot build even one rest house, with the whole fund.

SHRI DINESH JOARDER: I am not saying things based on the general budget. I am giving instances about what is provided for in the Minister's own Resolution. Anyway, that was my suggestion.

In this respect, I would like to mention that though by means of this Resolution you are proposing to make certain changes in regard to the conditions of work of the labour, to which we do not object, we expected something more. In order to have the development of roads and changing certain things, mere drafting of a Resolution for raising the road development fund is not enough. That is needed immediately is the development and improvement of the road transport system.

In the last session when the question of the national permit came up for discussion, we referred to the problems of the labourers, workers engaged in the road transport industry, minimum wages, uniform wages, security of service and other benefits for them. I would say that instead of bringing forward a Resolution, the hon. Minister should come forward with a Bill for the removal of the difficulties of the labourers engaged in the road transport industry.

With these words, I support the Bill.

SHRI B. V. NAIK (Kanara): May I know how much will be collected by this cess? How much will be in our kitty?

SHRI DINESH JOARDER: What was the disbursement for the last ten

years? What was the ratio in which the amount was distributed amongst the States?

MR. DEPUTY-SPEAKER: It would have been helpful if this information had been given in the beginning.

SHRI GIRIDHAR GOMANGO (Koraput): Sir, I support the Resolution moved by the Minister of Shipping and Transport. In the Resolution one thing new which has been mentioned is priority for tribal and village roads. Just now the hon. Minister mentioned that the funds collected under this will be very little and that it will not be sufficient even for one rest house. So, there is no point in my asking for information as to how many miles of roads they will construct in these areas. I have some suggestions and observations to make, which are relevant to the objects mentioned in this Resolution.

It is mentioned that they will provide road communication in the Naxalite areas. There is a Naxalite area in my constituency, which is bordering Andhra Pradesh. The Ministry of Agriculture started a T.D.A. Project, they provided only Rs. 50 lakhs to construct roads in the Naxalite belt. The Government of Orissa should have given priority to these areas so that the roads which are still incomplete due to lack of funds could be completed much earlier. I suggest that the funds available in the Central Road Reserve Fund should be given to this area, not only to my area but other areas also where there may be Naxalite movement, though not now because we have banned the Naxalites. But there are some elements in these areas which can create trouble in future also.

15.00 hrs.

In the border States of Meghalaya and Assam and the other States of Eastern India, most of the areas are hilly, and the cost of construction of road in the hilly areas is much more than in the plains.

MR. DEPUTY-SPEAKER: Don't go into all that.

SHRI GIRIDHAR GOMANGO: So, when the Government of India gives a subsidy of 20 per cent and the balance 80 per cent has to be borne by the State Governments, the States may be inclined to spend the money on other areas and not on the hilly or backward areas as the cost of construction here may be higher.

There are some proposals from the different States and from my State also in regard to roads of economic importance. I would like to know how much money has been so far released to the States for this purpose.

The backward regions are given importance by every Ministry and every Plan. The State Governments and the Government of India give them importance in their budgets, but the funds for these areas, especially the hilly and tribal areas, for providing communication facilities, are comparatively much less. For per hundred road development in plain area in a State, it is 10 per cent, it is only 1 to 3 per cent for the hilly and tribal areas. This is the state of road development.

I read in the papers, and I put a question also, that the Ministry of Shipping and Transport have earmarked some money for the development of roads especially in the tribal areas.

MR. DEPUTY-SPEAKER: All that money will not come from this fund.

SHRI GIRIDHAR GOMANGO: I want to know from which fund they will provide the money for that purpose.

MR. DEPUTY-SPEAKER: From the general allocation. The Demands of the Ministry will be coming. There will be money allocated in that.

SHRI GIRIDHAR GOMANGO: But they have mentioned here tribal areas.

MR. DEPUTY-SPEAKER: These are my guidelines.

SHRI GIRIDHAR GOMANGO: I could not follow how the money earmarked would be adjusted for the construction of roads. I would like the hon. Minister to explain.

It has been provided that the money in this fund would not lapse every year and would be available for the next years also, but due to delay in the implementation of the earmarked money from this fund, the cost of construction may be increased.

We have created a fund here for special areas and special roads, and because they are of all-India importance, money will be provided for them from this fund. I am not asking for Rs. 10 or Rs. 15 crores for some State or some road, but my question is this.

I want to know from the hon. Minister how much money is kept for this purpose?

MR. DEPUTY-SPEAKER: All the confusions will be over the moment you know what is the average amount of money in each case in this fund.

श्री रामावतार शास्त्री (पटना) : उपाध्यक्ष जी, जिस तरह की बातें हो रही हैं उनमें टंका-टोकी भी चल रही है कि इसमें यह बोलना चाहिए, यह नहीं बोलना चाहिए।

MR. DEPUTY-SPEAKER: I think we must welcome you after your excursion.

SHRI RAMAVATAR SHASTRI: Excursion for six days.

DR. G. S. DHILLON: I think they reserved Rs. 5.15 lakhs for Andhra Pradesh, Rs. 28 lakhs for Assam—I am talking about 1974-75—Rs. 8.93 lakhs for Bihar, and Rs. 3.70 lakhs for Gujarat. This does not apply to Highways. This is a very limited fund given to the States for their minor projects. We are talking about projects. As far as the double roads are concerned, we

[Dr. G. S. Dhillon]

will discuss them when the main demand comes. (Interruptions)

MR. DEPUTY-SPEAKER: You may take four hours, but be relevant to the scope of the discussion. If Bihar only gets Rs. 893 lakhs, you confine to that.

श्री रामानुजतार शास्त्री : उपाध्यक्ष जी, सड़क के लिए जिस कोष की चर्चा अभी चल रही है वह बहुत ही आवश्यक है। वह ठीक ही कहा गया है कि इस कोष का निर्माण अग्रेजों के जमाने में किया गया था जबकि हम परतदत्त थे स्थित नहीं थे। उस समय अग्रेजों ने अग्रेजों के स्वार्थ को सामने रखकर ही सड़कों का निर्माण किया होगा या सड़क निर्माण करने का उनका विचार रहता था। अब स्थिति बदल गई है। हम चाहेंगे कि इस तरह के कोष में अगरेज किसी और तौर तरीके से भी हमें सड़कें बनवाए जा सकें। इस कोष को और भी ज्यादा बढ़ावा देना हम नहीं करेंगे ता प्रस्ताव भी बढ़ावा देना, समय भी चार घंटे है हम इसपर बड़ा बहस करेंगे। हम तो बेचल मुझवा ही दे मचने है कि इस कोष को और ज्यादा बढ़ाना चाहिए ताकि खास तौर से जो राज्य पिछड़े हुए हैं उनको मदद दी जा सके।

DR. G. S. DHILLON: Mr. Deputy-Speaker, I share a secret with you. There was a move by the Planning Commission to merge it with the general revenues and we resisted it. This is a device to save it from them. They are making it much more than that. This is humble effort to save it from them.

श्री रामानुजतार शास्त्री : वह तो ठीक है, उसका हम समर्थन कर रहे हैं। लेकिन यह रकम कुछ भी नहीं है। यह फंड रहे या न रहे दोनों बराबर है। 8 लाख रुपए से बिहार जैसे पिछड़े प्रदेश में क्या प्रगति हो

सकती है? बिहार की सड़कों की जो स्थिति है वह सभी को मालूम है। वहाँ हर साल बाढ़ आती है और उसमें सारी सड़कें गायब हो जाती हैं। ऐसी स्थिति में इतने धन से वहाँ पर क्या विकास हो सकता है। प्रस्ताव में जो बातें बही गई हैं, यह जरूर है कि हम उनसे खूब होंगे और लोग भी यह समझेंगे कि सड़कों के विकास के लिए एक फंड है जिसका निर्माण, पेट्रोल, डीजल से जो आमदनी होगी उससे किया जायेगा लेकिन कागज में या मन में संतोष होने के सिवाय राज्यो में लोगों को और कोई फायदा नहीं होगा। फिर भी प्राप्त ने हमें "अगरेज" "मगरेज" की बहुत पाबन्दी करा दी है। आप के पूछे बिना कोई भी राज्य सरकार यदि किसी सड़क की मरम्मत आरम्भ करेगी तो भी नहीं कर सकती। आप हम को यह भी कहने देना नहीं चाहते—जो मजदूर सड़क बनायेंगे, जो इस में काम करेंगे उनके रहन-सहन, उन की तनख्वाह वगैरह के सुधार के बारे में कुछ कहा जा सके, उन के लिये कोई कानून होगा या नहीं। आप का यह कोष बड़ा सीमित कोष है—इस का प्रयोग यदि राज्य सरकारें करेंगी, तो जाहिर बात है कि वे अपनी आवश्यकता का ध्यान रखेंगी, मजदूरों और दूसरे काम करने वालों की आवश्यकता का ध्यान नहीं देंगी। इन बातों की तरफ आप का ध्यान जरूर जाना चाहिये। ये काम यदि इस से नहीं हो सकते हैं तो हम इस के लिये अलग से विधेयक ला सकते हैं और मेरी दृष्टि में जरूर लाना चाहिये। पिछली बार जब हम नेशनल परमिट सिस्टम पर बहस कर रहे थे तब आप ने कहा था कि जो गाड़ियों में काम करनेवाले हैं, जैसे कुली हैं, ड्राइवर हैं, खलासी हैं या सड़क पर काम करनेवाले हैं उन के लिये आप जरूर कोई कानून लायेंगे—इस तरह एक कानून जल्दी आना चाहिये।

इस में आप ने जो उद्देश्य बतलाये हैं—
आप चौथे उद्देश्य को देखिये— इस में आप
ने कहा है—

elements, like, dacoits, naxalites, etc.
मुझे इस पर बहुत भारी आपत्ति है—आप
ने डकैतों के साथ नक्सलाइट्स को ब्रैकेट कर
दिया है— यह बहुत गलत बात है । इस तरह
की सूझ सरकार कहां से लाई है जा हमारा
और आप का नक्सलाइट्स के बारे में मतभेद
है, मैं यह मानता हूँ कि नक्सलाइट्स की नीति
हिन्दुस्तान के लिये गलत है, हम उस का विरोध
करते हैं और राजनीतिक रूप से उस का पर्दा-
फाश करते हैं । मैं अभी जब जेल में था तो
वहां उन से मेरी बातें हुई । मेरा यह निवेदन
है कि अगर हम उन को डकैत समझते हैं
तो वे डकैत नहीं हैं, भले ही कोई इक्का-दुक्का
डकैती करते हों । स्वतन्त्रता संग्राम के जमाने
में बहुत सारे लोगों ने डकैती की थी, मेरे
ऊपर डकैती का मुकदमा चला था—तो
क्या मैं देशभक्त नहीं था । आप उन को
देशद्रोही मानते हैं—यह गलत बात है ।
मेरा कहना यह है कि उन की नीति के खिलाफ
जरूर लड़िये, हमारी पार्टियाँ भी लड़ रही हैं,
उन से हमारा मुकाबला होता है, लेकिन
उन को डकैती की श्रेणी में ला कर बैठा देना—
यह कहां का न्याय है । आप इस से नक्सला-
इट्स शब्द को हटा दीजिये और “डैकाएट्स
एट्सट्रा” कह कर छोड़ दीजिए ।

हम जानते हैं कि आज हमारे मूबे में
क्या हो रहा है—रिपब्लिकनली फासिस्ट मूव-
मेंट के प्रलम्बरदार फासिस्ट आन्दोलन चला
रहे हैं, बिहार में डायनेमाइट से रेल का
पुल उड़ाने की उन की योजना थी

MR. DEPUTY-SPEAKER: I think,
that is enough as far as that is con-
cerned.

श्री रामाबतार शास्त्री : अगर आप इन
फासिस्ट्स की बात कहते तो मैं समझ सकता

था, लेकिन नक्सलाइट्स को लाकर आप ने
ठीक नहीं किया है । मैं समझता हूँ कि नक्सला-
इट्स शब्द इस में से निकाल देना चाहिये,
इस की जरूरत नहीं है । जैसे आप देशभक्त
हैं, वैसे ही वे भी देशभक्त हैं, उन का रास्ता
जरूर गलत है और उस में लिये हम नडेगे ।

MR. DEPUTY SPEAKER You have
made your point Please conclude
now

श्री रामाबतार शास्त्री : आप इस को
इतना मकुचित कर देना चाहते हैं कि मैं
कुछ बोल ही नहीं सकता, सिवाय ममर्शन
करने के आप कुछ बोलने देना नहीं चाहते ।

MR. DEPUTY SPEAKER I am not
going by the time I am going by the
scope of the Bill.

श्री रामाबतार शास्त्री इस में स्कोप
बहुत है

MR DEPUTY SPEAKER The scope
is, only Rs. 8 lakhs for Bihar

श्री रामाबतार शास्त्री : अभी हाल में
बाढ़ में पूरा पटना शहर बर्बाद हो गया,
तमाम नैशनल हार्ड-वेज टूट गई, सात जगह
ब्रीचिज हुए, लेकिन इस तरह में हम क्या बोलें—
आप नहीं बोलने देना चाहते तो मैं बैठ जाता
हूँ ।

MR. DEPUTY SPEAKER: From to-
morrow, we take up the demands That
will be the occasion to raise all those
matters

श्री रामाबतार शास्त्री : मैं सिर्फ इतना
ही चाहता हूँ कि नैक्सलाइट्स शब्द इस में से
निकाल दिया जाय, इस का गलत इस्तेमाल
किया गया है, इस का अर्थ भ्रष्टा नहीं होगा,
नैक्सलाइट्स को हम किसी भी समय बिन-
आवर कर सकते हैं ।

SHRI DINESH JOARDER: Sir, with your permission, I want to move a small amendment.

MR. DEPUTY-SPEAKER: No, not now, it would be irregular. It has to be given one day in advance.

SHRI DINESH JOARDER: If you will kindly see the amendment....

MR. DEPUTY-SPEAKER: Please don't insist. We have to go by the rules; it is time-barred.

SHRI DINESH JOARDER: I shall place it on the Table, then.

MR. DEPUTY-SPEAKER: Yes, you may place it on the Table, if you like.

श्री मूल मन्त्र (माली) : उपाध्यक्ष महोदय, एक छोटी सा बिल तो आप ने अर्पण किया कि जो भी धन मिता उस को सुरक्षित रख लिया, नहीं तो वह भी चला जाता। अब कितने लाख रु० मिलेंगे यह अलग बात है। लेकिन मेरी एक प्रार्थना है कि रोड रिसर्च और इन्फ्रस्ट्रक्चर के अन्तर्गत इस धनराशि का कसे बटवारा करेंगे ? यह जो डिपार्टमेंट है इस के बारे में एन्टीमेन्ट्स कमिटी की 1974-75 की 73वीं रिपोर्ट है :

"The Committee further note that the Ministry of Shipping and Transport had proposed that at least one per cent of State Plan Outlay for Research and Development should be earmarked for roads and although a provision of Rs. 5 crores has been included for the Fifth Plan in the Central Sector, no provision was made for the year 1974-75"

तो 5 करोड़ रु० की धनराशि तो आप ने पहले केंद्रीय बजट में रखी हुई है।

"The Committee recommend that suitable steps should be taken for stepping up road research so as to enable the use of locally available material in road building."

मैं एक बात जानना चाहता हूँ कि आज तक इस रोड रिसर्च और डेवलपमेंट ने क्या काम

किया ? यह इतनी जो धनराशि खर्च हुई है और उस के अभाव में जो इतनी छोटी धनराशि और मांग रहे हैं, आज तक उस के क्या अचीवमेंट्स हुए हैं ! और उन्होंने यहां तक कहा है कि :

"The Committee further note that results of these experiments conducted by the Central Road Research Institute should be properly evaluated and in case these are found suitable and economical, maximum use of these alternative techniques of road construction should be made in the road construction programmes in the country".

यह कमिटी ने इस के बारे में निर्णय लिया। तो मैं जानना चाहता हूँ कि रिसर्च डिपार्टमेंट ने क्या आज तक काम किया है ? और रिसर्च डिपार्टमेंट के काम करने के बाद आप ने क्या अचीवमेंट्स कर दिये हैं ? चार पंच-वर्षीय योजनाएँ चली गई हैं और उन में आप ने 7,100 करोड़ रु० खर्च किया है सब ट्रांसपोर्ट के लिये। इतनी धनराशि खर्च होने के बाद भी रोड्स का डेवलपमेंट हम ने किस रूप में कर लिया ?

एक बात और है कि जो रास्ते जमे जमाये थे उन रास्तों को भी आप ने बिटा दिया। मैं समझता हूँ जो रास्ते आलरेडी पक्के हैं आप ने उस जगह पर भी एक नया रास्ता कहीं लगा दिया। कहीं आप ने उस को इम्पॉन्स न समझते हुए भी रोड लगा दी, जहां जरूरत है उस जगह नहीं लगायी। यह जो डेवलपमेंट विभाग है उस ने कौन सा मैटेरियल काम में लिया ? जो लोकली अवेलेबल है और उस की धनराशि वहीं खर्च होती हो, क्या उस को काम में लिया ?

दूसरे आप ने सर्वे के बारे में लिखा है ट्रेनिंग अरेन्जमेंट फ़ोर यंग इंजीनियर्स। यह

इस फंड से क्यों दिया जायगा ? और इस के लिये कितनी धनराशि होगी । इंजीनियर्स को ट्रेनिंग देने के लिये कितना फंड का अलाटमेंट होगा, और इस में कैसी ट्रेनिंग दी जायगी ? रुड़की विश्वविद्यालय में इस के लिये ट्रेनिंग दी जाती है और वहां पर जो इंजीनियर्स तैयार होते हैं उस के अलावा इस काम के लिये और कितनी धनराशि होगी ? लेकोरेटरीज कौन सी बनाई जायेंगी ? तो यह मालूम नहीं हुआ कि रोड ट्रेनिंग अरेंजमेंट फ़ार यंग इंजीनियर्स, यह किस प्रकार की ट्रेनिंग होगी ?

जो आप ने अपने रिजोल्यूशन में लिखा है ट्रैफिक स्टडीज और इकोनामिक सर्विस, यह सारा काम इस थोड़ी सी धनराशि में कैसे होगा ? इतने सारे बड़े बड़े काम आप ने ले लिये हैं जिन को आप पूरा नहीं कर सकते हैं । तो इस रिजोल्यूशन में यह होना था कि कितनी धनराशि किस काम में ली जायेगी । न तो इतनी राशि में रिसर्च का काम हो सकता है, और न सर्वे का काम हो सकता है । अलग अलग डिपार्टमेंट्स आन्देडी काम कर रहे हैं और मैं जानना चाहता हूं कि आप का जो रेगुलर डिपार्टमेंट है वह क्या काम कर रहा है ? अगर वह भी इस काम को कर रहा है तो फिर यह रेजोल्यूशन इस के लिए क्यों लाए हैं ? रेगुलर डिपार्टमेंट में जो धनराशि लगी हुई है, उस में भी रिसर्च का काम होगा और यह भी रिसर्च का काम करेगा, तो एक दूसरे से कांफ़्लिक्शन कैसे करेंगे, यह मैं समझ नहीं पाया ।

एक बात मैं यह भी कहना चाहूंगा कि आप का जो ट्रान्सपोर्ट का डिपार्टमेंट है वह आज तक ट्रान्सपोर्ट की नेशनल पालीसी नहीं बना सका । हम हमेशा नेशनल पालीसी के लिए कहते रहे कि हिन्दुस्तान में यातायात की, परिवहन की नीति बननी चाहिए लेकिन

उस पालीसी का बनाने में आप का डिपार्टमेंट नाकामयाब रहा है, फ़ैल हुआ है । कमेटी ने इस के लिए यह लिखा है :

“The Committee are impressed with the approach which had been outlined in this behalf as early as 1966 by the Committee on Transport Policy and Coordination which was presided over by Member in charge of Transport and high-powered representatives of Railways, Roads and other means of transport. It is a pity that Government, while turning down the suggestion for having a Ministers' Committee for policy making on transport, did not provide a concrete alternative set-up. More distressing is the fact that comparative cost studies of carrying transport by different means, which were to be made by well-equipped agency, never materialised”.

मैं यह कहता हूं कि आप के डिपार्टमेंट का दूसरे डिपार्टमेंट्स से क्या कांफ़्लिक्शन किया है । आप ने दूसरे डिपार्टमेंट्स से क्या कांफ़्लिक्शन किया है और वही ओब्जेक्ट आप ने यहां रख दिया है । इसलिये मैं चाहता हूं कि नेशनल पालीसी बननी चाहिए । 1955 से यह बात चली आ रही है कि नेशनल पालीसी बननी चाहिए लेकिन आज 21 साल बीत गये और उम्र के बाद भी आप की पालीसी नहीं बनी । इतने साल बीत गये लेकिन आप के सामने कोई किलयर-कट रास्ता नहीं है, कोई मंजिल नहीं है । 1955 में आप ने सब से पहले कमेटी मुकर्रर की थी और उस के बाद और भी कमेटियां मुकर्रर हुई लेकिन उन की सिफारिशें या जाने के बाद भी आप ने कोई नेशनल नीति इस सम्बन्ध में नहीं बनाई । इसलिए मैं यही चाहता हूं कि सब का कांफ़्लिक्शन होना चाहिए, रेल, रोड और इन्लैंड वाटर, इन सब का कांफ़्लिक्शन हो कर एक डिपार्टमेंट होना चाहिए जो रिसर्च कर सके और सब यातायात के साधनों के बारे में पालीसी निर्धारित कर

[श्री बूलचन्द डाबा]

सके। इस वक्त आप का डिपार्टमेंट बलग है और एक फंड आप ने बलग से दे दिया है। इस का नतीजा यह होगा कि जो आप की धनराशि है उस का सही उपयोग नहीं हो सकेगा और सारा पैसा प्रशासन में ही खर्च हो जाएगा। इन शब्दों के साथ मैं अपना भाषण समाप्त करता हूँ।

SHRI B. V. NAIK (Kanara): Hon. Deputy-Speaker, Sir, I rise to compliment the Minister for Transport for having brought forward this Resolution. Though we would, naturally, like the debate on this to be restricted, since many of us may not have the opportunity to speak, separately on the Demands, I think, it will not be erring too much on the wrong side if we take a bird's eye-view of our roads in this country. I must admit that the road policy, under the dynamic administration of the Minister, will come out of the rut, because, the more I have seen into the statistics, the more I am convinced that what we have today as a sort of road policy; in the year 1976—there are certain road blocks like Mr. Vayalar Ravi....

SHRI VAYALAR RAVI: He is hearing your speech.

SHRI B. V. NAIK: not only blocks but my feeling is that we are still having a sort of road policy in this country which is not made to suit the automotive or, whatever we may call, the automobile age and that road policy is fit enough for the bullock-cart age in our country. The reason why I say this—I will substantiate it.

In the course of the last few years the road mileage of all types of roads put together within a period of half a decade increased by about 13 lakhs km. It has increased from 1.05 million to 1.18 million km. . . .

MR. DEPUTY SPEAKER: Why not you better reserve it for the discussion on the Demands?

SHRI B. V. NAIK: I will not speak much on it. I will come to the resolution through a devious path. . . .

MR. DEPUTY SPEAKER: This is exactly what I do not want you to do. I want you to come directly to it.

SHRI B. V. NAIK: While there has been a 15 per cent rise in the road mileage in kilometrage, during the same period, the number of vehicles plying on the roads increased from 5.6 lakhs—it includes autorikshaws, motor cycles, cars, taxis and what not—to 14.7 lakhs. In the same period, the number of trucks doubled from 1.47 lakhs to 2.97 lakhs. Why I am saying this is that while the motor spirit has been taxed—a road fund has been levied. And at what rate has it been levied? Formerly, it was 15 paise per gallon. Now—he has given the calculations—it is 3.5 paise per litre . . .

MR. DEPUTY SPEAKER: You are wrong. Out of the tax levied on motor spirit, 3.5 paise is to be set aside for this purpose.

SHRI B. V. NAIK: Right, Sir. Formerly, it was 15 paise per gallon. A gallon is about 4.52 litres. What has been the rise? It is hardly 5 per cent in regard to the contribution to the fund. It is not going to make any substantial dent. To-day, in the morning we saw what is the bill for importation of crude from abroad. Rs. 1100 crores and this Rs. 1100 crores is no doubt translated into diesel as well as motor spirit . . .

MR. DEPUTY SPEAKER: Please come to the resolution.

SHRI B. V. NAIK: The resolution says that they want road research

and intelligence I am trying to give him figures relating to research and intelligence, traffic studies, economic survey, training arrangement for engineers and what not. Sky is the limit for the object of this resolution. Why I am trying to go into this point is that we are putting hardware on the roads and it is just a drop in the ocean if a meaningful road policy has got to come. Why I am saying is that the State Governments are woefully inadequate in their approach. This should be of interest to you.

15.30 hrs.

[SHRI BHAGWAT JHA AZAD in the Chair.]

I am giving you the figures in respect of hilly, remote, backward, inaccessible, forest-infested areas roads which have been surfaced—

National Highways—Out of 24,000 kilometres, 23,000 have been surfaced.

Military Engineering and rest of them—Out of P.W.D. road—out of 3.6 lakh kilometres, 2.33 lakh kilometres have been surfaced.

Department Forest/roads—We have 1,43,000 kilometres in forest areas.

What is the percentage that has been surfaced where trucks get broken down cars get stuck up, even bullock carts get stuck up—1.03 lakh kilometres? Total area surfaced is 2,000 miles, i.e. .02 per cent.

In forest areas Kerala and other areas it is impossible to get into the forest. Until and unless it is not possible to get into the forest the poachers, hunters after wild life, the illicit smugglers of precious commodities flourish. They become places for the anti-social elements of society. It has been my urge to see to it and

if you want to have a meaningful amount of fund and not a fund which is less than 1 per cent per hundred rupees of even value of imported crude into the country is .001 per cent. That is not also the dimension of your annual plan. Then why do you keep it?

I would say abandon this fund. Otherwise, if you want to be even handed, since the principal road in this country is being used by 1,50,000 diesel trucks, let us levy a fund for diesel that is being supplied. Diesel is being sold at a concessional rate for the purpose of transportation. Until and unless we do that regional imbalances in this country will be there, whether it is backward areas, or tribal areas. I do not think the local Governments, the State Governments who are naturally subjected to political lobby and between region to region, any other authority except the Central Government can rectify it. That is why, we want—this fund to become strong. There is of course considerable amount of play in the general budget which provides for Rs. 240 crores. But the major chunk of that goes for the purpose of development of border roads—Rs. 75 crores. Major portion of Rs. 75 crores goes for the development of National Highways and the rest of it goes for the contributions to the State Governments and once it goes into the coffers of the State Governments, the indigenous colonialistic system, a more advance part of the State not accountable to the poor M.P.s. coming from the respective States cannot put any other weight and the local pressure and pulls work. We get lop sided topsy turvy development, where out of 1 lakh kilometres forest roads, hardly 2,000 kilometres of road is surfaced. Forest road is not a forest road. In the circumstances, I would urge that the increase in the contribution is hardly 10 per cent. If it is possible, this fund instead of being frittered away in half a dozen

[Shri B. V. Naik]

demands, can be used for the simple purpose i.e. for the welfare of the road construction workers who along with the building construction workers are one of the most exploited section of the labour in this country.

Our labour leaders because of financial constraints and other things will not touch them with a pair of tongs. Under these circumstances I would urge upon him first to increase the cess. You may levy it on diesel and then use it as a convenient lever for the development of these unfortunate areas. Some years back, I remember it was in the year 1971, there was a listing up of certain industrially backward areas. The opinions of the State Governments were sought. To my dismay I found that there were certain districts which were recommended which were invariably the districts from which the Cabinet Ministers of those State Governments came. They were all advanced States with industrial base also but just because capital subvention towards the share capital of new enterprises was coming, advanced districts became most industrially backward districts and those which were backward came to be regarded as advanced districts. Under these circumstances, I am very sceptical about the objective evaluation of backwardness. If there are forests, if the areas are remote, if there are no infrastructure facilities, if there are no railways, if there are no air connections, if roads are not properly developed, etc. these can be considered as proper basis for deciding backwardness. These are the criteria. I hope the hon. Minister will not abandon his efforts and that he will keep this as a nucleus fund and proceed further irrespective of what Planning Commission may be thinking about it, and that he will make it into a neat little kitty for the purpose of removing regional imbalances in the matter of development of roads.

SHRI DINESH JOARDAR: We

would like to move amendments even during the discussion, just before the final reply of the hon. Minister.

MR. CHAIRMAN: The Chair has disallowed. Even that of the hon. Minister also is not allowed.

SHRI DINESH JOARDER: We want it.

MR. CHAIRMAN: No discussion please. The ruling has already been given by the Chair.

SHRI DINESH JOARDER: The Speaker may be consulted. I seek your permission.

MR. CHAIRMAN: The hon. Deputy Speaker has disallowed it. I cannot revise it. I cannot reopen it. The hon. Deputy Speaker has already given a ruling on this.

Now, Shri D. N. Tiwary.

श्री डी० एन० तिवारी: (गोपालगंज) : सभापति महोदय, हम लोग मुना करते हैं—आप ने भी मुना होगा—कि ऊंची दुकान, फीका पकवान। यह लोकोक्ति यहाँ चरितार्थ हो रही है। यह रेजोल्यूशन दो टाइड पन्नों का है। जैसा डा० दिल्ली का स्तवा है, वैसा ही बड़ा यह प्रस्ताव है। लेकिन अगर उस की तह में जायें, तो बड़ी निराशा होती है।

अगर मंत्री महोदय ने शुरू में ही यह बता दिया होता कि इस फंड से इतना रुपया आ सकता है और उस का शटवारा अमुक अमुक मद में किया जायेगा, तो क्विटसिज्म भी कम होता, समय भी बचता और सदस्य दूसरी बातों की तरफ ध्यान आकर्षित न करते। लेकिन हम लोगों को कोई व्यांरा नहीं दिया गया है कि ड्राई आने पर लिटर के स्थान पर 3.5 पैसे टैक्स लगाने से कितना पैसा मिलेगा। ऐसा मालूम होता है कि ड्राई आने के स्थान पर 3.5 पैसे टैक्स लगाने से आमदनी कम हो जायेगी।, अगर मंत्री महोदय

ने इस का लक्ष्योन्मा दिया होता, तो यह मन्त्र न उठता ।

बीच में मंत्री महोदय ने उठ कर कहा कि इस बिल का बहुत लिमिटेड परपव है, इस से बहुत कम धामदानी होगी और सब बातों में जाना उचित नहीं होगा । मैं मानता हूँ कि इस बिल का दायरा बहुत सीमित है और इसलिए हम लोगों को सब विषयों में नहीं जाना चाहिए । लेकिन तख्मीने के अभाव में हम लोग उलझन में पड़ जाते हैं । इस में सदस्यों का कोई दोष नहीं है । इस में मंत्री महोदय के सेक्रेटेरियट का दोष हो सकता है ।

प्रस्ताव में बताया गया है कि किन किन हालतों में केन्द्रीय सरकार स्टेट गवर्नमेंट्स का पैसा रोक कर सेंट्रल फंड में ले सकती है । उम में कहा गया है :

"Failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory".

एक शर्त तो यह है । और भी शर्तें हैं । लेकिन अगर यह शर्तें और बड़ा दी जाती, तो अच्छा होता

"Failed to maintain or to construct national highways in accordance with the fixed criterion".

यदि यह बड़ा देते तो ज्यादा अच्छा होता । मोटर वैहिकल्स में जो आप ने निर्देश दिया है उस का तो खीय पालन करिये लेकिन आप के पास सड़क बनवाने की कोई अपनी संस्था नहीं है, आप स्टेट गवर्नमेंट्स को देते हैं, किस क्वालिटी की सड़क वह बनवाते हैं, कहां जो क्वालिटी का मीटीरियल देते हैं वह खीय को मालूम नहीं है । कोई आप का

ऐसा आर्गनाइजेशन भी नहीं है जो समय समय पर जा कर देखे कि खीय ने कितना पैसा दिया है उस का ठीक उपयोग होता है या नहीं होता है या वह फंड दूसरी तरफ अइवर्ट कर दिया जाता है, जो क्वालिटी आप ने किस की है उस से लो स्टैंडर्ड का मीटीरियल तो नहीं लगाया जाता है । गत साल भी मैं ने बजट पर बोलते हुए इन बातों की ओर आपका ध्यान आकषित किया था । बीच बीच में क्वेश्चन आवर में भी कई बार मैं ने यह बात कही थी लेकिन कोई संतोषजनक उत्तर नहीं आया । उप मंत्री जी कहते हैं कि हमारे एजेंट हैं स्टेट गवर्नमेंट्स और वह कैसे करते हैं, कहां करते हैं यह हम लोगों को मालूम नहीं है । आप सिकडों करोड़ रुपया बितरण करते हैं नेशनल हाईवे बनाने के लिए और आप के पास यह भी जानकारी न रहे कि आप की सड़क केंसी बन रही है, बन रही है कि नहीं बन रही है तो आप तो बहुत बंड फाइनेशियर होंगे । इसलिए आप एक शर्त यह भी लगा देते तो अच्छा होता ।

दूसरी बात मैं कहना चाहता हूँ । आप ने हाय बहुत फीला दिया । क्या क्या कीजिएगा इस फंड से ? फंड तो बहुत कम है । आप ने लिखा है :

(a) Road Research and Intelligence Schemes;

(b) Traffic Studies and Economic Surveys;

(c) Training arrangements for young Engineers;

(d) Schemes of all-India importance such as those leading to the removal of regional imbalances . . ."

अब एक बड़ी बात है कि फंड तो 50 लाख या एक दो करोड़ आएगा, इस से रीजनल इम्बैलेंस कैसे दूर करेंगे ?

[श्री. डी. एन. तिवारी]

"... such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits . . ."

श्री. होम मिनिस्टर का काम भी अपने ऊपर आप ने ले लिया। आप इस को होम मिनिस्ट्री में भेज देते वह इस का प्रबन्ध करने।

श्री. जी. एन. डिल्ली : यह हम ने मान लिया है, इस को डिलीट कर देंगे। वह प्रमॉन्ट बहुत लैट आया था, इस में वह नहीं आ सका, राज्य सभा में इस को डिलीट कर देंगे।

श्री. जी. एन. तिवारी : जो प्रस्ताव की रूपरेखा है उसी पर हम लोग बोल रहे हैं। मंत्री महोदय के दिमाग में क्या है, कहा क्या करेंगे, कहाँ डिलीट करेंगे वह हम को मालूम नहीं। खैर, यह आपवातन आ गया। यह आप हटा देंगे

"helping in combating anti-social elements like dacoits...."

लेकिन फिर है :

"combating anti-social elements like dacoits, Naxalites, etc. promotion of tourism etc. road/bridge works required for National projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities."

तो आप सिविल एविएशन का काम भी ले रहे हैं, पब्लिक ग्रैंडरटेकिंग का भी काम ले रहे हैं। सब तो आप ले ही रहे हैं, कुछ छोड़ नहीं रहे हैं, तो आप बोर्डर सेक्योरिटी का भी काम ले लीजिए। उस को क्यों छोड़ देते हैं दूसरे के हाथों में। मैं कहता हूँ कि तेरे पांव पसारिये जेती सन्धी चादर होय।

जितना पैसा है उतना ही काम करने की कोशिश कीजिए।

समाप्ति महोदय : भावार्थ उंचा रखना चाहिए। हो सकेगा तो हो सकेगा, नहीं तो नहीं।

श्री. जी. एन. तिवारी : लोगों को भाशा तो बंध जायेगी लेकिन उस भाशा की पूर्ति न होने से लोगों को निराशा होगी, आपके प्रति लोगों के मन में क्रोध और खिन्नता की भावना आयेगी। इसलिए मैं कहना चाहता हूँ उतना ही इसमें आप रखिए जितने का प्रबन्ध आप अच्छी तरह से कर सकते हैं। आपको कम पैसा मिला है तो बैंकबर्द एरियाज में आप वह पैसा दे दीजिए लेकिन टूरिज्म, होम मिनिस्ट्री का काम—इन बातों को आप छोड़िये। आप जनरल बजट में और पैसा मांग लीजिएगा और उससे सारे काम कीजिए लेकिन इसमें उसको मत रखिए।

दूसरी बात यह है कि आप स्टेट गवर्नमेन्ट्स को जो पैसा एलाट करेंगे वह कब रिएलोकेट कीजिएगा, कैसे क्या होगा यह बात इस रेजोल्यूशन में मेरी समझ में नहीं आती है। मैं कहना चाहूँगा आप इस बात का खुलासा करें कि जिन स्टेट्स को आप पैसे देंगे, एलाट करेंगे वह कब तक सेन्ट्रल फंड में आ जाएगा और कब उनको दे दिया जाएगा।

तीसरी बात यह है कि आपने एलोकेशन की विधि बताई है कि जहाँ पर बहुत ज्यादा कंसेन्ट्रेशन होगा; जहाँ पर ज्यादा गाड़ियाँ होंगी वहाँ पर देंगे। इस तरह से तो दिल्ली, कलकत्ता; बम्बई और मद्रास को छोड़कर और कहीं भी पैसा नहीं मिल पाएगा। मैं समझता हूँ यदि आप पामुकेडब बेसिस पर देते तो ज्यादा अच्छा होता।

सभी श्रमियों के बड़े बड़े लोभ पैसा से आकर दिल्ली, कलकत्ता, बम्बई मद्रास, कानपुर में जाकर बसते हैं, वहाँ पर मोटरें खरीदते हैं। इस तरह से सभी श्रमियों की आमदनी पर मोटरों का चलना डिपेन्ड करता है लेकिन आपने इसमें कर दिया है कि उसी रेगिमी से पैसा दिया जाएगा जिस रेगिमी में जहाँ पर मोटर स्विफ्ट का कंजप्शन होता है। फिर इन्टर स्टेट्स स्टेट्स हैं, कलकत्ता से दिल्ली जाए तो कितने प्रान्त रास्ते में पड़ते हैं, ऐसी हालत में आप कैसे अटवारा करेंगे। इसलिए एनांकेशन का तरीका ठीक होना चाहिए। जो बैंकवर्ड स्टेट्स हैं उनको अधिक धनराशि मिलनी चाहिए। इन बातों पर आप विचार करें।

इन शब्दों के माध्य में इसका समर्थन करना हूँ।

श्री शिवनाथ सिंह (भुवनेश्वर): सभापति जी, सड़क विकास बोर्ड हमारे देश में अभी शताब्दी से कार्य कर रहा है। मेरे क्वाल में अभी तक इसकी एग्जिस्टेंस का लोभों को पता नहीं है। खुद बोर्ड क्या कर रहा है यह उसको भी पता नहीं है। जितना बड़ा रेजोल्यूशन रखा गया है और जितना समय एलाट किया गया है उसको देखते हुए कम से कम मुझे यह ग्रहण है कि बहुत बड़ा फंड है, इसमें बहुत कमिया मिलेगी और बहुत कुछ हो सकेगा। लेकिन अभी जैसा मंत्री जी ने बताया उसके बाद तो इस बात को सोचने कि आवश्यकता है कि इस प्रकार के फंड को रखें या न रखें। इस प्रकार के फंड जिसमें कुछ लाख रुपए ही आएं उसको किस तरह से खर्च करेंगे—उनका एक पूरा चिह्न रखा हुआ है।

मैं आप के निर्देशन करना चाहूंगा कि इस फंड का पूरा व्यय, अगर आप हिसाब लगायें तो बाबू रखने में या जो आफिसर्स आप के यहां डिफिकशन के लिये या प्लान देने के लिये दिल्ली जायेंगे—उन के टी०ए० और डी०ए० में ही खर्च हो जायगा, बल्कि मुझे तो यह भी डर है कि कम ही न पड़ जाय। इसलिये मैं तो यह समझता हूँ कि इस को बन्द ही कर देना चाहिये। इतनी थोड़ी सी रकम, उनमें से 20 परसेन्ट सन्टर के पास रहेगा, 80 परसेन्ट स्टेट्स के पास रहेगा—इस का कोई फायदा नहीं है। यदि आप इसको यूटिलाइज ही करना चाहते हैं तो एक-दो प्राइमरिज में ही यूटिलाइज कीजिये। आप ने क्लाज 6 में यह दिया है कि यह किम-किस परपज के लिये खर्च होगा—जैसे—रोड रिस्चार्ज एण्ड इन्टेलिजेन्स स्कीम, ट्रेनिक स्टडीज एण्ड इकानामिक सर्वेज, ट्रेनिंग अग्नेजमेन्ट्स फार यंग इन्जीनियर्स—तथा (डी) में तो आप ने इतना भर दिया है कि कोई ऐसी समस्या नहीं रह गई है कि जिस में इस को खर्च नहीं किया जा सके, सब समस्याओं को इस में इन्क्यूब कर लिया है। मेरा कहना है कि इस प्रकार से मल्टी-परपज कामों के लिये इस को रखने से हल नहीं निकल सकता। इस को पढ़ने के बाद तो ऐसा महसूस होता है कि हमारे देश में सड़कों का इतना ज्यादा विकास हो चुका है कि अब किसी नई सड़क की आवश्यकता ही नहीं है, अब तो सिर्फ रिस्चार्ज और इन्टेलिजेन्स की जरूरत है। जब कि हालत दूसरी तरह की है, इन्टेलिजेन्स और रिस्चार्ज की इतनी जरूरत नहीं है, जितनी सड़कों की जरूरत है। आप का फण्ड बहुत थोड़ा है, इस से काम नहीं चलेगा, तो आप इस का इस्तेमाल सिर्फ एक ही चीज के लिये कर दीजिये—आप ट्रेनिंग देने में इस का इस्तेमाल कीजिये। आप स्टेट गवर्नमेन्ट को कह दें कि वे अपने ट्रेनिंग इंस्टीट्यूट न

[श्री विजयदास सिंह]

बनाये, अगर आप इस में से को-वार लाइव स्टेट गवर्नमेन्ट को दे भी देंगे तो उस से कोई कायदा नहीं है—आप रोड रिसर्व का सारा काम और रंग इन्जीनियर्स को ट्रेनिंग देने का काम अपने बजट में ले लीजिये। सर्वे का काम भी अपने हाथ में रख सकते हैं और तमाम रकमा इन कामों में यूटिलाइज्ड लीजिये।

माननीय मंत्री जी ने अभी अपना प्रस्ताव पेश करते समय पुराने प्रस्ताव और नए प्रस्ताव में कम्पैरिजन करने का प्रयत्न किया और उन्होंने बतलाया कि इसमें उन्होंने कई कई बातें जोड़ी हैं। मैं निषेधन करना चाहूंगा कि सिद्धान्त रूप से पुराने प्रस्ताव में कुछ अच्छी बातें थी जो नए प्रस्ताव में अब नहीं रखी गई हैं। खास तौर से मैं जिस क्षेत्र से आता हूँ एग्जीक्यूटिव से मेरा विशेष स्नेह है। पुराने प्रस्ताव के क्लाज 8 में लिखा हुआ था—

“... need for improving the efficiency and reducing the cost of transport by road of agricultural produce to markets and railways”.

इस को आपने उसमें गाइड लाइन के रूप में रखा था कि एग्जीक्यूटिव प्रो-ड्यूसिंग सेक्टर से रेलवे स्टेशन के लिए ट्रांसपोर्ट की कास्ट कम करने के लिए अगर खर्च करने की जरूरत पड़े तो खर्च किया जा सकता था। इसके अन्तर्गत सड़क को बनाया जा सकता था, लेकिन अब आप ने इस को हटा लिया है और ऐसी कोई गाइड लाइन अब इसमें नहीं है। स्टेट गवर्नमेन्ट जैसे मर्जी आए खर्च कर सकते हैं। लेकिन इसमें एक नई बात जरूर है—माननीय मंत्री जी और उन के मंत्रालय ने क्लाज 7 में जो व्यवस्था की है, उसका मैं स्वागत करता हूँ और

उनको खर्चबाद देता हूँ। इसमें कहा गया है—

“No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the Union Minister of Shipping and Transport”.

यह अधिकार आपने अपने हाथ में रखा है—इसके लिए मैं बधाई देना चाहता हूँ।

सभापति जी, सिद्धान्त रूप से मैं दो तीन बातें और कहना चाहता हूँ आपने इसमें डिस्ट्रीब्यूशन का जो सिस्टम रखा है—स्टेट में जितनी कन्जम्पशन मोटर स्पिट की होगी, उसके प्रोपोर्शन से आप इसको बांटेंगे। यह सिद्धान्त बहुत पुराना है और उस समय का है जब 45 साल पहले यह फण्ड बना था उस समय रोड ट्रेफिक लम्बा नहीं था, गाड़ियां एक ही स्टेट में एक जिले से दूसरे जिले में जाती थीं और मोटर स्पिट वहीं पब्लिश करती थीं। लेकिन आज स्थिति भिन्न है—आज तो कलकत्ता से गाड़ी सीधे बम्बई जाती है। कहां से वह तेल लेता है और कहां कन्जम्पशन होता है, इसका कोई अन्दाज नहीं लगा सकता। जितनी मोटर स्पिट कन्ज्यूम होती है उसका बर्डन कन्ज्यूमर पर पड़ता है। जैसे मैंने कलकत्ते से राजस्थान के लिए सामान मंगाया, तो जितना तेल लगा उसका किराए पर अगर पड़ेगा और वह भार सामान की कीमत में जोड़ दिया जाएगा, बानी जितना कन्जम्पशन हुआ है उस का भार राजस्थान वाले पर पड़ेगा और उसका मुनाफा बंगाल वाले को मिलेगा। आज ट्रक्स दिहनी में पेट्रोल खरीदते हैं और हरियाणा होते हुए राजस्थान चले

करी हैं, जो कृषि तथा कोयला क्षेत्र नहीं मिलने वाला है। इसलिए मेरी राय में यह सिद्धान्त बलवत् है, इस को साथ बने बदलना चाहिए। जो भी पैसा थापको मिले उसको बैंकवर्ष एरियाज पर खर्च कीजिए, और स्टेटबाइज जो क्लय 2 परसेंट या 5 परसेंट के रिश्तियों से देना चाहते हैं यह ठीक नहीं है। इसलिए डिस्ट्रिब्यूशन के सिद्धान्त को बलवत् कीजिए। जो बैंकवर्ष एरियाज हैं, उनमें जो बैंकवर्ष पोकेट्स हैं उन पर खर्च कीजिए। आपने अपने रिजोल्यूशन में कहा है कि नक्सेलाइड्स की मीनेस को मीट करने के लिए इस फंड का उपयोग करेंगे। मैं इसको नहीं मानता। मेरी राय में यह उनको ग्रन्डयू इम्प्लोटेन्स देनी है। इसलिए स्टेट का क्राइटेरिया नहीं होना चाहिए। बल्कि बैंकवर्ष एरियाज पर इस फंड को खर्च होना चाहिए। थाप रिसर्च वर्क या इन्वेलोपेस वर्क पर और इजीनियर्स को ट्रेनिंग देने में इस फंड को खर्च कीजिए और स्टेट्स को न दीजिए। सारा रुपया थाप अपने पास रखें और केन्द्रीय मंत्री ही इसका पूरा उपयोग करें।

इन शब्दों के साथ मैं इसका समर्थन करता हूँ।

SHRI VAYALAR RAVI (Chirayin-
al). Mr. Chairman, Sir, this is a very
imple Resolution moved by the
lon'ble Minister. The Minister has of
ourse made some basic changes in
he structure of the whole thing
hich, I believe, will make him more
fficient in spending the money which
; coming under the purview of the
entral Road Development Fund. In
us connection, I would like to point
ut certain aspects of the road deve-
opment itself. The road transport
lays an important role for the deve-
pment of the rural economy of our
untry. Sir, you come from a large
ate where there are more number

of villages and small and little towns.
I would not say that your State is
more backward than some of the
States. One of the biggest handicaps
for the backwardness is absence of
road development in these areas. It
is because proper road development
has not taken place in some
parts of this country, industrialisa-
tion is suffering. Today we are
facing so many problems in the
urban cities. A large number of
people go to urban cities because of
availability of employment potential
there. To prevent the influx of popu-
lation in the urban cities, we have to
develop those areas by constructing
proper roads and opening of new
industries there. Unfortunately,
priority given to this sector in the
Fifth Plan is not as much as it was
expected. It may not be the fault of
the Ministry itself. But, I think, it
has been done taking into considera-
tion the entire picture of the coun-
try's resources. But I hope that Gov-
ernment would give more attention
to road development with a view to
developing the rural areas. In this
connection, I would like to mention
that the development of Highways is
one of the major aspects in the coun-
try and road development is not
taking place because of paucity of
funds. Of course, in Kerala we could
spend more money and everything
has been done in consultation with
the Central Transport Ministry and
I should say that my State is grateful
to them for the help given for the
development of road. The money
allotted for this purpose has been
spent properly. But, for the Central
Reserve Fund, the Centre has kept a
meagre fund. The Resolution which
is circulated reads like this.

"In supersession of the Resolu-
tion on Road Development adopted
by the Constituent Assembly of
India (Legislative) on the 19th
November, 1947, and as subsequent-
ly amended by that Assembly on
the 8th December, 1949 and by the
Parliament of India on the 14th

[Shri Vayalar Ravil]

April, 1950, this House hereby resolves that—

16.00 hrs.

Now, you are taking up this after 1950. In 1950, they said they would tax motor spirit on the basis of 2 annas per gallon. But it was really a tax not on spirit but on the vehicles. At that time, there were not many diesel vehicles in the country and that is why they did not include diesel at that time. But now the condition is entirely different. In 1974, out of a total of 2.1 million vehicles on the road, the number of diesel vehicles would have been at least 0.5 million. You are completely leaving away these .5 million diesel vehicles which use the roads as much as the other vehicles. You take the total consumption of motor spirit alone into consideration. I think today diesel is consumed more than petrol. You are discriminating against certain vehicles. Whereas your car and my car are being taxed, the diesel vehicles are not covered. So, I want to argue forcefully with the hon. minister to include diesel also so that you may get more revenue.

If you read para 6 of the resolution, nothing is left. It covers everything. If the minister had struck to a few items like development of backward regions and tribal areas etc., it would have been much better. But we find that it covers everything including atomic power stations, industrial undertakings, and so on. It is a meagre fund and you are giving an excuse for rejecting any suggestion that may be made by the State Governments. Para 6(d) gives wide scope to the Central Government. The hon. minister may be very good and kind, but some officer may advise him the wrong way. It gives wide scope to include anything and reject anything. I would have preferred the minister sticking to certain specific areas to be identified and

implemented; with the proceeds of this fund.

Para 7 says:

"No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the Union Minister of Shipping and Transport."

It is very good. I do not know how the State Governments will react to this.

Now, I would like to quote para 3:

"If in the opinion of the Central Government, the Government/Administration of any State/Union Territory has at any time—

- (a) failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory; or
- (b) delayed without reasonable cause the application of any portion of the Road Fund allocated or re-allocated, as the case may be, for expenditure within the State or Union Territory;

the Central Government may resume the whole or part of any sums which it may at that time hold for expenditure in that State or Union Territory.'

First you will get prior sanction and then you say that you will take away the whole money. You know the redtape in the country. It can tie both you and me. This is more the operational side of the Resolution, I request the hon. Minister to make certain rules to see that there is no lapse of the amount allocated to the States.

In para 6(d) a mention was made of Naxalites. Of course, they are anti-social and anti-national. My

constituency has suffered a lot because of them. But I think that undue importance should not be given to them. So, I request the Minister to delete this word from this para.

Lastly, I would like to make an appeal to the hon. Minister to give more importance to tribal and backward areas. The industrial areas will be developed because they will generate more revenues to the Government. Even the State Government will divert their funds from backward areas to industrial areas. I, therefore, like that this word should be deleted. I would like you to stick to tribal and backward areas.

An alarming situation has arisen because of road accidents. The death rate from accidents is very much on the increase among pedestrians. National Highways are meant for safety travel. Road sense should be cultivated among the pedestrians. In this behalf, our Panchayats can do much better. I would like the Minister to see how the people could be educated in this regard. Even signboards can be put up on the roads. Voluntary measures can be taken by the Panchayats to keep roads safe. This is one of the suggestions I would like to make to avoid accidents and make the roads safe.

With these words, I request the Minister to think over my proposals—to include all the workers in the purview of the Central Road, avoid the words that were mentioned by me and more money should be spent for tribal and backward areas.

SHRI CHAPALENDU BHATTACHARYYA (Giridi): Mr. Chairman, Sir, I welcome the Resolution, particularly because I come from a region where the plans which were approved during the 2nd five-year plan, have remained uncompleted, even in this mid-5th Plan period. The State of roads, buildings, infrastructure, the confrontation between Adivasis and non-Adivasis, Naxalites' activities and the highway crimes—

all these haunt the lives of the people of the Anchala, of Pirtand, of Gomia, of Berma-Chandrapura, of Nawadih as also of Tundi in the districts of Giridi and Dhanbad. I come from a region which, in the matter of roads and road transport, is on the verge of coronary thrombosis, because the roads are too narrow, the traffic is too heavy and the accident-rate is so high; all these things show where we are going. Normally, we do not go in for the advanced concepts of MacLuhanism of U.S.A. where they say: "Roads and movement are every thing; and the rest will follow." In India, we have spanned a wide spectrum from bullock-carts to jet planes and from gobar gas plants to atomic reactors; and we have to tailor the movement of goods, commodities and passengers to the requirements of the situation as they vary from place to place. And this Resolution shows that the Government is aware of the problem. The Resolution lays stress on the following:

- (a) Road Research and Intelligence Schemes;
- (b) Traffic Studies and Economic Surveys;
- (c) Training arrangements for young Engineers; "

and most welcome of all,

- (d) Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities."

[Shri Chhapalendu Bhattacharyya]

There is a lot of leeway to be made up. We welcome the Resolution. But I would request the Minister, through you Sir, to see that we do not accept the criteria laid down by the Planning Commission or backwardness, be cause in their criteria, they have declared even 3-crop district as agriculturally-backward. So, thus an "Alice-in-the Wonderland" sort of reality has been projected. We want that Government should take a new, hard look on its own, at the difficulties of the situation. We want a 30-foot wide surfaced road which can support 30-ton trucks—coal-loaded ones—to the Ganges front, connecting either Monghyr or Bhagalpur from Jharia and Bokaro. Thereafter, coal should be taken up-country upto Allahabad in barges, or flowed down via Farraka to the ports, for export. There has to be a much higher degree of road, rail and water-ways coordination than what has been available thereto. We want roads from the coal-fields and the water-fronts, with proper barging facilities, so that the ports of Calcutta, Haldia and Paradeep can support an export-effort of 5 million tonnes of coal annually. It cannot handle any now, to the great detriment of our Indian economy.

The difficulty is that the whole stretch of road in Jharia, for instance, is covered with pot-holes. You can negotiate a stretch of five miles only in the course of an hour. It cannot support heavy cranes. If there is any accident in any colliery and the cranes are urgently needed, the culverts as are there will not support a 20-tonner crane, which is a must in safety and rescue operations. These are the places where the State Government has failed, the industry has failed, the welfare organisations have failed, the Mines Board have not done much because of slender resources. These are vital gaps, which must be made good, must be filled up, by the Government of India. For that, a little tax on diesel would

be quite appropriate. Where the State Governments failed, where the local agencies failed, let the Centre prevail and make up this gap. Otherwise, this gap will remain for the next 15 years, or even more. See the time-lag. A plan sanctioned in the Second Plan remains uncompleted even in the Fifth Plan. Can we afford this sort of gap?

Since we are even now, by and large, in the bullock cart age, I suggest particular research for the re-designing of the bullock cart, which can haul 30-maund load with the least wear and tear on the road surface. You have a road test track at Alipore, but it has not done much about it except suggesting that carts should be fitted with one particular type of tyres.

Coming to the improvement of roads, if you take the Topchanchi checkpost on Grand Trunk Road, for instance, 1,500 trucks ply in 24 hours. With narrow road surface, this is literally a menace. The man behind the wheel may be a very humble man, but once he is behind the wheel, he thinks himself to be the road-king. The up-turned vehicles and mangled bodies between Burbee and Dhanbad tell a sorry tale. There has been a lot of improvement recently, but there have been culverts left unattended for years or for months. How many accidents are necessary before these culverts would be made good and the people will be assured of a safe journey, whether in public buses or in private motor cars?

Clause (3) (b) says:

"when it is delayed without reasonable cause, the application of any portion of the road funds allotted or re-allotted, as the case may be, for expenditure...."

The words used here are "delayed without any reasonable cause". If you leave it to the road engineers, they will trot out one clibi or another why delay had taken place all the

ness, in order that the contractors may have a long run. So, in such cases, these delays must be lessened. Whenever there is a fund, you make sure that a certain timetable is laid down and strictly adhered to.

Coming to costs, there have been researches. I come from one area where one mile of road under morum stabilisation costs Rs. 30,000 per mile that too with a fairly heavy wear and tear for 10 to 15 years. But the CPWD rates average about Rs. 3 lakhs per mile. The Defence rates vary from Rs. 2 to Rs. 28 lakhs per mile, but they are border roads and large bridges have to be built. The Panchayat Parishads charge about Rs. 80,000 per mile. So, I would urge upon the hon. Minister to kindly ensure that such large variations in costs, which in most cases are the product of malpractices, do not occur. The Indian economy cannot support this high escalation in costs in road engineering and in the construction of roads. There is much room for improvement in this respect.

Our economy is reeling under the weight of 10 million tons of pit-head stocks of coal which cannot be moved. Because the ports are not fitted with the necessary handling machinery and because the roads leading to the ports are not adequate. I would therefore urge upon the hon. Minister to provide the necessary infra-structure facilities. For a tonne of coal which in India is priced Rs. 50 to Rs. 60, we will be earning at least Rs. 300 to Rs. 400 abroad, and that money will more than repay the cost of restructuring the coalmines. You can have a share of it if you like as a part of an inter-ministerial arrangement, but give it the priority it deserves. In the last few years the money allotted for the development of ports and infra-structure facilities in that region has been very poor. So, when we see the roads in Delhi getting two inches thicker every year and when we find the roads in Jharia

and Dhanbad in shambles and riddled with pot-holes and the roadsides strewn with mangled bodies and cars—and that area is supposed to support the economy of India in this energy crisis—we feel that an immediate turn is called for.

I support the purpose behind this resolution.

DR. G. S. DHILLON: Sir, I have heard with great interest the points raised by the hon. Members.

I quite agree that there is not a large amount in this fund. It was the bulk of the resolution, I think, which led the Minister of Parliamentary Affairs to fix four hours for it in the Business Advisory Committee.

I saw the previous debates on this kind of resolution and I found that at those times when this came up, there was no debate at all. So, I was under the impression that I need not worry much about it. But today's debate I think has proved really very useful. Many points have been raised which directly touch this resolution, and many others which are indicators and give me guidance as to the type of debate that will be forthcoming when my Demands come up for discussion.

This demand which had been dormant through all these years, when I was the Speaker, had been suddenly revived. This year, I think it was raised a number of times in this House and the views very vigorously have been expressed about it. I think I am very lucky that after all the dormant demands issues have suddenly come to light. So, that part of those speeches which directly touch this resolution, I will certainly like to touch them in my speech. But it does not mean that I should not say something about other matters which are quite relevant. With your permission, I will be telling them for the information of the Members. I am sorry to say that out of the Members on this side and those Members who

[Dr. G. S. Dhillon]

spoke from the Opposition side, only Mr. Shastri is here. I am very lucky that at least one Member is sitting here. Mr. Joarder said that I must say that the main demand is coming later on.

Actually, this is the Central Road Fund. About 90 per cent of the Members have added the word "development" in between the Central Road Development Fund. I thought I should correct it at the end. This is just a central road fund. In 1929-30, part of the excise duty was deposited in this fund so that in cases where some funds were urgently needed by the States, they could rely upon this central fund. Originally, the part of the Central Government was only 10 per cent. Then it was increased to 15 per cent and later on, it was increased to 20 per cent. I briefly told the House that there was no need to bring about any change in the Resolution, but situation so developed that some controversy was raised that this road fund should be merged with the general budget. Why should it be there as a separate road fund? Our view was that this was the only fund on which the States could rely in their own discretion without much argument with the Planning Commission or the Ministry here. If they sent a very reasonable project, we did not have any objection to release this money. When Tiwariji said, "This was a small fund and a Minister like myself should not have come forward with such a big resolution", I do feel that a big mountain has developed around this mole; anyway, it is there. This has proved very useful. But in course of years, many States did not draw their funds with the results that their funds have been accumulating; sometimes, it was accumulated beyond Rs. 1 crore. Suppose we accept this proposal that it should go to the general budget, there is no need or it should be merged with other items of expenditure, then in my own opinion the States would have been very much disappointed.

This is the reason why we have brought this resolution before the House again and giving it a new objective was found necessary.

As some of my friends have said, "We have no guidelines." Actually, these are the guidelines. This is the change of objectives. We have retained many paragraphs as they were accepted except for a; I have already told about the categories of States—say, A, B and C. We have converted them into Union Territories and the States or we have turned annas into paise or gallons into litres. But, at the same time, we have converted the guidelines in certain specified directions.

I quite agree with one thing that was raised by Shri Shivnath Singh and Shri D. N. Tiwary, that this should not have been so much widened. The objectives are so many and diverse and these objectives which have developed around this small fund are very disproportionate. But I may assure them that we had no alternative but to cover it by these objectives so that this fund could be made available to the States. It is not necessary for the States that they should sub-divide their part of the money into as many heads as there are objectives. They can take the whole money even under one head.

One thing which I find missing is this. About the backward areas whether it is agriculture or marketing, some indication is not given. I will consider over it. If that can be covered through these objectives, it is all right. Otherwise, we will give some indication in the objectives later on when it goes to the Rajya Sabha.

Some objections were raised about the words "dacoits and naxalites". I quite agree. Later on, when it goes to the Rajya Sabha, we will delete these words. We will put the words "anti-social and criminal elements" in place of that, without its being directed against any particular ele-

ment. It is only in a general sense; it is only meant for protection and nothing else.

Then, a question was raised about the usefulness of this in the rural areas. Unless the States have a particular project, we cannot add from our own side. The Fifth Plan provides Rs. 500 crores to connect all the villages which are above 1500 population. In the case of hilly areas, we count the clusters of villages.

The hon. Member, Shri Dinesh Boarder raised another question that so far there has been no doubling of roads. As I see from my note, in the Fifth Plan, we have Rs. 1,770 crores to be made available. When the demand comes, that will be the occasion when you can make a reference to that. If we go into much of the details now, it will be of no use.

About the doubling of national highways, I would like to just mention here that there is entirely a separate fund for the maintenance of roads and construction of highways. The construction of highways, due to the financial constraints, has been stopped or kept in abeyance for some time. Let us hope that they will allow us to go ahead with that work. We have enough money for the maintenance of roads. As regards the doubling of highways, as it is, out of 28,070 Km., nearly 14,000 Km. have a double line. That is the position about the doubling of highways.

I am trying to connect many of the points raised during the debate even out of the way. About diesel, at present, we have not touched diesel. But now that you have given so many suggestions, I think, whether we wish it or not, these views will go to the persons concerned who are digging every pit to get some gold. They will, certainly, entertain some of the ideas involving this source also. Already, the diesel prices are quite high.

SHRI VAYALAR RAVI: You are increasing it by 1.5 paise; that is all right. But you are excluding about 50 per cent of the workers.

DR. G. S. DHILLON: If you want to exclude certain persons and bring in some other type of workers, it is no use. You can say that this is a type of thing which touches the workers; that would be all right. But, on the one hand you want to exclude some people and, on the other hand, you want to bring in others!

Now in regard to training and all that, I myself have been thinking throughout the debate as to what will be the use to us if we try to save this money which will go into other Funds. They are being merged in the General Revenues; so, what will be the use to us? Anyway, let us give it a trial.

Now, Mr. Naik suggested an amendment that the words 'Welfare measures for Labour engaged in road construction activities' should be added. This amendment is not acceptable because the word 'backwardness' is all-embracing. When construction starts, we do expect that the contractor does include that item in the estimates that he submits for acceptance. We do expect that the estimate will contain that. So, for construction itself, there can be no separate Head. We expect from any agency that they do include this welfare clause. That is the main reason why we do not accept the amendment—the word 'backward' being all-embracing.

Many other points were raised and I reserve them for my reply on the general debate.

About this extra duty, I had already mentioned in my speech that this extra duty is not abolished; it is given back to us and we do not lose this extra duty. It goes to the 'Excise' Head and we get it back from them.

(Dr. G. S. Dhillon)

There seems to be some mis-understanding about it.

Regarding the question as to how we calculate consumption, we have so far been getting the estimates from companies. Mr. Ravi was counting the trucks but, normally, the trucks get their oil or petrol from the companies and the Ministry of Petroleum and Chemicals is expected to know how much the consumption was likely to be. If it is less than that, we have every reason to doubt, but so far there has been no difficulty about it. If you know any other source from where it comes, we will take notice of it and we would welcome such information.

A point was raised about hilly areas and so on and about research on bullock-cart wheels—rubber wheels. That is a good suggestion the Hon. Member has given and I think it is a proper Head under which some sort of research can be carried on.

SHRI VAYALAR RAVI: When research is done, it should be remembered that the climatic conditions vary from State to State. There is heavy rain in Bengal and Assam and water spoils the wheels soon. So, research on rubber wheels should be done. So, I would like to know whether, when some fund will be made available for research, bullock-cart wheels will also be included, in relation to the climatic conditions.

DR. G. S. DHILLON: I, certainly, will try to accommodate as many things, in this little Fund, as possible. But we shall have to find out the items on which to spend—and there are a number of them. This is not just a small Fund for research, for training of our engineers. I have been, myself, double-minded, but I have tried to avoid any conflict with the Advisers of the Planning Commission or the Ministry of Finance, so

that, in this controversy, I may not lose the hope. What we have lost is straightway asking for funds—we have this missing link, we have that bridge, we have this bypass, we want to build. And what we have gained, in my opinion, is in no way less.

As I have been telling my friends, we are seriously considering providing wayside facilities, resting places for our operators, drivers, conductors, and cleaners, and we have been trying to find out the sources from which we can get the money and how we could start this, so that it may get some impetus....

AN HON. MEMBER: Punjab has done well.

DR. G. S. DHILLON: As compared to other States, we are, perhaps, doing very well, but in our own estimate, we have much more to do.

For the present, to make an ideal study for the wayside amenities, resting place for conductors and drivers and other facilities, in my own way, I have chosen the Delhi-Agra road, so that the tourists, who come, can see that this is the manner in which we want to develop our roads. I am thinking of showing this as a model to other States—a model to be followed by them. I do not know how far I will succeed with limited funds, but certainly I am going to take it up.

DR. HENRY AUSTIN (Ernakulam): I welcome the Minister's suggestion that facilities for operators and pedestrians should be provided. In this connection, I would like to get certain information from the hon. Minister with respect to the difficulties being experienced by the pedestrians in States with a high density of population like Kerala; it is very difficult to get the right of way; the highways and other roads are full of motor-vehicles, bullock carts and bicycles. How can you expect the pedestrians in a State like Kerala where the den-

city of population is as high as 1800 per sq. km. to use the highways. The highways are full of bullock-carts and bicycles. In Kerala, especially, lorries loaded with huge timber and other heavy materials are plying endangering pedestrian traffic. I suggest that some provision should be made to have some footpath, so that the pedestrians can use that with a certain amount of security to life.

DR. G. S. DHILLON: I very much expect that we manage to get one thing removed: due to constraints, construction of new highways is held up, it is kept in abeyance. We had, last time, before the Plan, 43,000 kms. —estimate submitted by the States. It was reduced to 10,000 and later on, to 6,000 and later on, this 6000 was split up into three categories—Category A, Category B and Category C. That means even less than that and the funds also proportionately came down. Later on, this financial constraint came and it was not only to our Department but it is common to all the Departments. Anyway, I hope with the situation this time, we have got a little more allocation for the next Plan Year. Though we are not fully satisfied, we are to some extent satisfied that this is a little more than the previous year's.

As for your problem in Kerala, I quite appreciate. I have been going there off and on. Let us apply our minds as to how to tackle this problem. Mr. Vayalar Ravi, a dynamic youth leader is there. He should find out something and let us join our heads together to get out of the difficulty. I reserve my final answer on it and after consulting the Department and taking into account the resources, I will tell you when the Demands are discussed.

This small humble demand, a very innocent demand, I never thought, will attract so much attention. But I am quite happy that it did. The total picture is Rs. 600 lakhs. Out of this

we cannot build rest houses and so many things we want.

श्री मानूराम अहिरवार (टीकमगढ़) :
 आगरा और दिल्ली नेशनल हाईवे को मंत्री महोदय ने कहा है कि हम लेना चाहते हैं ताकि ट्रिस्ट जो चले हैं वे प्रभावित हों और इसको एक प्रादश सड़क बनाना चाहते हैं। इससे लोगों को समझा कि हमारे वहाँ हाईवे कितने अच्छे हैं। इसी से खालिपर और आगे खुजराहो जाने वाली जो रोड है उसके बीच में मध्य प्रदेश और उत्तर प्रदेश की सीमा पर बलान नदी पड़ती है। वहाँ पर नीचे काजवे बना हुआ है। जब नदी चढ़ जाती है तो एक एक महीने तक वहाँ ट्रैफिक रुक जाता है और जितने ट्रिस्ट जाते हैं उनको वापिस लौट आना पड़ता है। क्या उसकी तरफ आप ध्यान नहीं देंगे। और उस काजवे को ऊँचा करने की तरफ ध्यान देंगे ?

डा० श्री० एस० डिल्लो : अभी तक आगरा चलेगे। उसके बाद बाकी देखेंगे। अभी तक तो मुझे यह पता नहीं है कि आगरा जाने के लिए भी हमारे पास पैसा काफी होना लेकिन हम निकालेंगे। जब आगरा पहुँच जाएँगे उसके बाद फिर और तरफ चूमेगे। इस सड़क के बारे में मैं बता रहा हूँ कि यह एक प्रादश सड़क हो जिस पर आसाइश और सुविधाएँ हों ड्राईकर्व और कंडक्टर्ज के लिए और एक साइल के तौर पर इस सड़क को हम सारे हिन्दुस्तान को दिखा सकें, सभी लोगों को दिखा सकें और वे भी अपने यहाँ इस तरह से काम करें। आपका पुल किसी और ढंग से निकल जाएगा। क्यों इसे आप इसके साथ जोड़ते हैं।

[श्री श्री एन. कृष्णा]

राज्यका बहुत ब्याजबंद। कुछ प्वाइंटस में रकू लिए हैं, क्योंकि उनका इससे सालाक नहीं है। जब दूसरी बहल होसी तब मैं उनके बारे में बताऊंगा।

सभापति श्रीश्रीश्री: नायक साहब आप क्या करेंगे अपने संशोधन का ?

SHRI B. V. NAIK: The hon. Minister has stated that he will cover them under Backward Classes. If it is covered, they may not bear fruition immediately. I am not an experienced person. There are thousands of construction workers. We have created Iron Ore Mines Workers' Welfare Fund, Bidi Workers' Welfare Fund, etc. These are the people who by their sweat and toil build up our economy. If not now, when the time comes, I hope the Minister will keep these most unorganized people in mind. I am not pressing

Amendment No. 2 was, by leave, withdrawn.

सभापति श्रीश्रीश्री: प्रश्न है कि माननीय मंत्री श्री गुरुदयालसिंह दिल्ली द्वारा पेश किया गया निम्नलिखित प्रस्ताव स्वीकार किया जाए—

"In supersession of the Resolution on Road Development adopted by the Constituent Assembly of India (Legislative) on the 19th November, 1947, and as subsequently amended by that Assembly on the 8th December, 1949 and by the Parliament of India on the 14th April, 1950, this House hereby resolves that—

1. There shall continue to be set apart an amount not less than 3.5 paise per litre out of the duty of customs and of excise levied on motor spirit and the proceeds thereof shall be applied for the purposes of road development.

2. (1) The amount, not exceeding an amount equal to 3 per cent of the amount of the duty of customs and of excise levied on motor spirit used in aviation during the same period, shall be credited as a block grant to a separate Road Fund to be maintained in the Public Account of India.

(2) For the purpose of this Resolution taxed motor spirit shall mean motor spirit upon which the duty of customs or excise shall have been paid and in respect of which no rebate of such duty shall have been given.

3. (1) The Road Fund shall be allocated as follows:—

(a) a portion equal to twenty per cent shall be retained by the Central Government as a Central Reserve, this percentage being applicable with effect from the allocation due for the financial year 1948-49.

(b) out of the remainder there shall be allocated by the Central Government a portion for expenditure in each State and Union Territory specified in the First Schedule to the Constitution as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used in aviation in each area for which an allocation is to be made shall bear to the total consumption in the territory of India of taxed motor spirit, other than motor spirit used in aviation during the financial year concerned.

(2) The portions allocated for expenditure in the various States and Union Territories shall be retained by the Central Government until they are actually required for expenditure in the manner hereinafter specified.

(3) If in the opinion of the Central Government, the Government/Admi-

allocation of any State/Union Territory has at any time—

- (a) failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory; or
- (b) delayed without reasonable cause the application of any portion of the Road Fund allocated or re-allocated, as the case may be, for expenditure within the State or Union Territory

the Central Government may resume the whole or part of any sums which it may at that time hold for expenditure in that State or Union Territory

(4) All sums resumed by the Central Government from the account of any State Government/Union Territory Administration as aforesaid shall be re-allocated between the credit accounts of State Government/Union Territory Administration and the reserve with the Central Government in the ratio of the main allocation for the financial year preceding the year in which the reallocation is made

Provided that the sum so calculated as the share of the State/Union Territory from whose account the resumption has been made shall be credited to the reserve with the Central Government.

(5) Special additions to the Road Fund for financing particular projects may be accepted from source other than mentioned in para 2(1) which shall be kept in a special Reserve and utilised for such projects.

4. The balance to the credit of the Road Fund or of any allocation thereof shall not lapse at the end of the financial year.

5. No expenditure shall be incurred from any portion of the Road Fund save as hereinafter provided

6. The Central Reserve with the Central Government shall be applied first to defraying the cost of the administering the Road-Fund and thereafter the balance of Central Reserve and Central Road Fund (Allocation) shall be utilised for financing such of the schemes connected with roads as the Central Government may approve and the sums allocated for expenditure in the States/Union Territories from these sources may, subject to the previous approval of the Government of India to each proposal made, be expended upon any of the following objects, namely:—

- (a) Road Research and Intelligence Schemes;
- (b) Traffic Studies and Economic Surveys;
- (c) Training arrangements for young Engineers;
- (d) Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc. road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities.

Provided that the amounts in the Special Reserve shall be applied only to the purposes for which they are earmarked.

7. No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the

[सभापति महोदय]

Union Minister of Shipping and Transport."

The motion was adopted.

16.55 hrs.

MESSAGES FROM RAJYA SABHA—
contd.

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

- (i) "In accordance with the provision of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Tamil Nadu Appropriation Bill, 1976, which was passed by the Lok Sabha at its sitting held on the 24th March, 1976, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommen-

dations to make to the Lok Sabha in regard to the said Bill."

- (ii) "In accordance with the provision of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Tamil Nadu Appropriation (No. 2) Bill, 1976, which was passed by the Lok Sabha at its sitting held on the 24th March, 1976, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

सभापति महोदय : सदन की बैठक बुधवार दिनांक 31 मार्च के 11.00 बजे दिन के लिए स्थगित की जाती है।

16.50 hrs.

Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 31, 1976/Chaitra 11, 1896 (Saka).