

are taken to protect the labour. A committee has been appointed and its report containing suggestions and recommendations in four or five pages is before me. Those recommendations are being followed.

So far as the accidents or incidents in some steel plants and in particular the Bokaro Steel Plant is concerned, it is not only the employees of the steel plants who are involved in the accidents. In all the steel plants, labour is also available on contract basis and these contract labourers also unfortunately become victims of these accidents or incidents. Compensation is being given to them also. With regard to Bokaro Steel Plant, so far as compensation is concerned, I have figures with me as to how much compensation will be given to the contract labour and how much compensation to the employees of the Bokaro Steel Plant. If you want, I can give you all these figures. There are also other benefits such as the Life Cover Scheme, Employees Benefit Society, Group Insurance, Provident Fund Scheme, etc. We are giving all these benefits to the dependents of the deceased.

[*Translation*]

PROF. MADHU DANDAVATE: Mr. Speaker, Sir, the hon. Minister has stated in his reply that the workers who have lost their lives in large number in different accidents in Bokaro Steel Plant will be paid compensation. But there are several legal complications in this regard. You have also stated that the amount of compensation will be disclosed by you. I want to know whether it is a fact that the Workers' Union has not only demanded compensation but also employment for at least one of the kith and kin of the deceased employee in the Plant. What decision has been taken in this regard?

[*English*]

SHRI M.L. FOTEDAR: I am speaking from my memory and I am not sure whether I am correct and what I say is subject to verification. I think I have already issued the orders. I must tell the hon. member that I

received the message of this accident when I was in Tashkent. I issued orders from there that an inquiry should be held immediately and the dependents of those people who got killed should be provided employment in the Bokaro Steel Plant. I am not sure whether so far it has been complied with or not. Two or three people of the plant died and the dependents of those employees of the Bokaro Steel Plant will be given employment.

Deficiencies on National Highways

*318. SHRI V. TULSIRAM†:
DR. B.L. SHAILESH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total length in kilometers of National Highways in the country and total percentage of the country's road transport freight requirements met by it;

(b) whether National Highways suffer from serious deficiencies;

(c) if so, the details thereof;

(d) whether any long-term plan has been formulated for the development of National Highways and to overcome their shortcomings;

(e) if so, the details thereof including capital outlay; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (f). A Statement is given below.

STATEMENT

(a) The total length of National Highways network is 32, 138 kms. It is estimated that it carries 40% of country's road transport freight requirements.

(b) and (c). Deficiencies in the National

Highways network as on 1.4.1985 are mentioned below in Table A.

2001) envisages development and expansion of National Highways network to 66,000 kms by the end of 2001 at an estimated cost of Rs. 15,950 crores.

(d) to (f). The 20 Year Plan (1981 -

TABLE A

S.No.	Scheme	Deficiencies as on 1.4.85 excluding spill over from Sixth Plan	
		Physical Km/Nos.	Rough cost Rs. crores (at 1985 Price level)
1	2	3	4
A. ROAD WORKS:			
1.	Construction of missing links	129 Km.	20.00
2.	Improvement to low grade sections	596 Km.	30.00
3.	Widening & strengthening single lane to 2—lanes	5487 Km.	550.00
	Widening single lane to two lane (without strengthening)		
4.	Strengthening of pavement		
	(a) 2nd phase strengthening in the reaches where 1st phase streng- thening already provided	6996 Km.	700.00
	(b) Strengthening for reaches where only widening already provided on old two lane pavement		
5.	Strengthening existing weak major arterial routes	9050 Km.	1100.00
6.	Construction of bypasses around congested towns or (improvement as permanent suitable link)	191 Nos.	300.00
7.	Replacing railway level crossing with over/under bridges.	379 Nos.	150.00
8.	Reconstruction of culverts	L.S.	50.00
9.	Construction of approaches to bridges	L.S.	60.00

1	2	3	4
10.	Permanent remedial measures for flood prone reaches.	L.S.	60.00
11.	Way side amenities		
	i) Road side rest areas	L.S.	15.00
	ii) Truck parking areas	L.S.	15.00
	iii) Highway Safety improvement works	L.S.	40.00
12.	Landscaping of Highways	L.S.	30.00
13.	Construction of bridge fee collection booths	L.S.	10.00
14.	Miscellaneous items	L.S.	60.00
15.	4 laning of heavily trafficked sections	1294 Kms.	320.00
16.	Construction of Expressways	500 Kms.	500.00
	Total for Road work		<u>4010.00</u>
B. BRIDGE WORKS:			
1.	Construction of missing major bridges	-	-
2.	Replacing submersible bridges dips vented causeways with high-level bridges.	16 Nos.	20.00
3.	Reconstruction of weak and damaged major bridges	121 Nos.	120.00
4.	Construction of minor bridges	1587 Nos.	225.00
5.	Construction of ROB/RUBs	L.S.	150.00
6.	Bridges on National Highways proposed for 4 laning and expressways	—	200.00
			<u>715.00</u>
	Add for unforeseen works	—	—
			<u>715.00</u>
	Total Road & Bridge works		<u>4725.00</u>

1	2	3	4
	Improvement of Roads declared 2375 Km as National Highways during the Sixth Plan period		600.00
	Grand Total		<u>5325.00</u>
	Spill over works to 7th plan (1985-1990)		<u>351.00</u>
			<u>5676.00</u>

[*Translation*]

SHRI V. TULSIRAM: Mr. Speaker, Sir, the hon. Minister has stated in his statement that the total length of National Highways network is 32,138 Kms. in the country. Is this length sufficient for the whole country? May I know its total length and condition in Andhra Pradesh?

SHRI RAJESH PILOT: Mr. Speaker, Sir, I agree with the hon. Member's view that 32 thousand Kms. of National Highways is not sufficient for the country. But as I have stated in my reply we are not able to fulfill our requirements on account of resource constraints. We want to construct the required length which is 66 thousand kilometers as per the report but we are not able to do so due to resource constraints. You may please see the figures. In 1950-51 only 11 percent of the total freight was transported by road and the rest 89 percent by other means. 26 percent of the total passengers travelled by road and the rest 74 percent by other means of transport including railways. According to the survey conducted in 1986-87, freight movement by road increased from 11 percent to 49 percent and the rest 51 per cent was transported by other means and as regards passengers, 86 per cent used road transport and 14 per cent used other means. Thus we have made progress but we have not been able to increase our resources.

[*English*]

PROF. N.G. RANGA: Maintenance is

coming down.

[*Translation*]

SHRI V. TULSIRAM: What is the length in Andhra Pradesh?

[*English*]

SHRI RAJESH PILOT: Mr. Speaker, Sir, regarding the total length in Andhra Pradesh, I can supply this information to the hon. Member.

[*Translation*]

SHRI V. TULSIRAM: Mr. Speaker, Sir, Andhra Pradesh is a State which connects the eastern with the western and northern with the southern parts of the country. There are 4 National Highways in this State but they are all in a very poor condition. There are small bridges which cannot be crossed, if two vehicles go side by side simultaneously and thus to wait there. The position is even worse at the railway level crossings where vehicles have to wait for two hours or even more. Hon. Shri Shiv Shankar, who hails from my State knows about all this and you may ask him. In a state which links the Eastern with the Western and Northern with the Southern parts of the country, there are only 4 highways which are in a deplorable condition and not a single km has been added to the length since Independence. I want to ask whether there is any proposal for their expansion under the Seventh Five Year Plan and when will the small bridges and

railway crossings be expanded?

SHRI RAJESH PILOT: Mr. Speaker, Sir, the total length of National Highways in Andhra Pradesh is 2299 kilometres which is 7.15 per cent of the total length of the country. It is a fact that there has been no expansion in Andhra Pradesh since Independence. In response to an enquiry from the hon. Chief Minister I said that the Government had to face constraints in some resources on account of droughts and floods last year and due to this priority could not be given to this work. This time the House may be aware that the cess on petrol and diesel has been increased and the whole House had approved this proposal for which the Government is thankful as it will yield a revenue of Rs. 320 crores, out of which Rs. 220 crores will go to the States and about Rs. 100 crores will come to us and the interest of Andhra Pradesh will definitely be looked after.

[English]

SHRIDINESH GOSWAMI: Sir, from the statement it appears that the projected cost required to meet the deficiency is Rs. 4070 crores which may or may not be available to the Transport Ministry. But there are certain items like construction of missing links which require only Rs. 20 crores and also for permanent remedial measures for flood prone reaches require only Rs. 60 crores. I do not know what L.S. means.

The hon. Minister knows that in Assam the flood has completely cut off the communication from the northern areas. What prevents the Transport Ministry from spending this Rs.80 crores to see that the existing roads which are there are made operational at the time of difficulties because this is not a heavy amount?

SHRI RAJESH PILOT: Mr. Speaker, Sir, the total allocation in the Seventh Five Year Plan was Rs. 985 crores or so but we have already spent Rs. 1315 crores which means the Government's intention is to supplement the resources of this sector to the maximum possible extent.

Regarding the resources which are mentioned in the statement, I have mentioned that just to supplement the resources, National Highway Authority has been thought over so that if the Government's resources cannot be used, we can supplement the resources from other sectors.

As far as this particular case of Assam is concerned, whatever proposals have come from Assam, last time it was regarding floods and they were sanctioned. But sometimes, as I have been telling the House also, the implementation and the utilisation of funds are not done properly by the States. They are misused. That is what we have been pointing out everywhere. (*Interruptions*) I am not mentioning one State. The utilisation of the funds by the State is not to the proper degree which it is supposed to be. That is why when you go from one State to another State, on seeing the road itself, you can make out that you have changed the State. To improve the conditions of the National Highways, an authority is being thought over; and we will be coming before the Parliament to have its consent for forming this authority.

MR. SPEAKER: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[English]

Implementation of Madan Committee Recommendations by Delhi Administration

*308. **SHRI RAMASHRAY PRASAD SINGH:** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether improvement in pay scales or grant of special allowances to Heads of Departments of Polytechnics under Delhi Administration was covered in the recommendation of the Madan Committee;

(b) if not, the reasons for linking the