

है कि यह 1976 में प्रैस को छपाने के लिये बी है, लेकिन अभी तक छपकर नहीं आई है। मैं जानना चाहता हूँ कि यह कब तक छपकर आ सकेगी, क्योंकि सरकारी प्रैस को टालते रहते हैं? अगर यह सरकारी प्रैस में नहीं छपती है तो क्या प्राइवेट प्रैस में इसे छपवायेंगे, क्योंकि और भी बहुत से सरकारी काम प्राइवेट प्रैसों में कराये जाते हैं?

श्री धनिक लाल मंडल : सितम्बर के महीने तक प्रतियाँ उपलब्ध हो जायेंगी।

श्री राम सेवक हजारी : हिन्दी राष्ट्रीय भाषा है और सरकार को उस के विकास के लिये जो कुछ करना चाहिये, उस में उदासीनता बरती जा रही है। मैं मंत्री जी से जानना चाहता हूँ कि हिन्दी शार्टहेड और टाइप-राइटिंग को जो किताबों समय पर छपनी चाहियें थी, वह क्यों नहीं छपीं, क्या इस विषय में कोई कारगर कदम उठाये गये जिस से हिन्दी के विकास के लिए सर्वतोमुखी उपाय किये जा सकें?

श्री धनिक लाल मंडल : मैं माननीय सदस्य को विश्वास दिलाना चाहता हूँ कि हिन्दी के विकास के लिये सभी आवश्यक कदम उठाये जायेंगे।

National Highways in Karnataka

*144. SHRI N. NANJESHA GOWDA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the total length of National Highway in Karnataka State and how much length is maintained to National Highway standard;

(b) what is the length of National Highway 48 when it was taken over as National Highway; how much length is yet to be brought to the National Highway standard; and

(c) whether Government have any proposal and programme to bring it to National Highway standard?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) The total length of National Highways in Karnataka State is 1996 kilometres.

The entire length, excepting lengths falling within municipal limits, which are not National Highways, is being maintained to traffic-worthy standards, suitable for National Highways, governed, of course, by the prevailing financial constraints.

(b) and (c). The length of National Highway No. 48, taken over in March 1972, is 320 kilometres. Full National Highway standards would call for a road with proper geometrics having a formation width of 10/12 metres depending on the terrain, pavement of single-lane, double-lane or more width as warranted by requirements of traffic and with requisite structural capacity and bridges and culverts with two lane/full formation width and adequate for Class 70R IRC loading. While the National Highway is being maintained in a traffic-worthy condition, there are deficiencies in it viewed with respect to the full National Highway standards, as is the case with many other National Highways in the country. The deficiencies are contemplated to be attended to gradually as per requirements of traffic and availability of financial allocations in the different Plan periods.

SHRI S. NANJESHA GOWDA: I would like to bring to the notice of the hon. Minister that there are National Highways in Karnataka also. There are beautiful boards stating National Highway numbers 4, 42, 48 etc. But no road is of the standard of the National Highway.

In particular, I would like to say that National Highway No. 48 was taken over as a National Highway some eight years back. Even to-day

you can see that there are a number of ruts, pits, and curves etc. but nothing is done. Why should it be called a National Highway when it is not of the standard of even a State Highway? I would like to know from the hon. Minister whether the Government of India has received any proposals from Karnataka to improve these roads to the National Highway standard and how many such estimates are pending with the Government of India and when is he going to consider them?

SHRI CHAND RAM: I have already indicated that there are financial constraints and I agree that the Karnataka State Government have written to us several times requiring us to take up this road and make it of the National Highway standard. I say there are financial constraints. It was taken over in March 1972 and I can say that the total length is road worthy.

SHRI S. NANJESHA GOWDA: The Minister is very cleverly answering. However, there is a feeling that the Central Government is not looking towards Kanataka.

National Highway No. 48 is a very important road. This connects Port Mangalore and capital Bangalore. It is a very important road. I would request him to inspect this road once and some other roads in the State. He is the Minister of Roads and he should be on roads. Then only he will know the difficulty. I request him to pay a visit. I wish that he should give due consideration to this road.

SHRI CHAND RAM: There are seven National Highway Roads in Karnataka. I do not agree with him that the Janata Government is not paying that much attention to the Karnataka State. In 1978-79 itself we have proposed an allocation Rs. 3,75,00,000. Works on other roads is going on which are more important than this road.

SHRI A. R. BADRI NARAYAN: About one third portion of the Kar-

nataka State is hilly and the Malnad area is full of heavy rains for six months in a year.

The roads naturally get damaged on account of excessive rains.

Will the Government consider making a separate allotment for such backward, underdeveloped, hilly and rainy areas?

SHRI CHAND HAM: I don't know about hilly areas but so far as the national highways are concerned they are the concern of the Central Government and as I stated earlier, work on the more important roads in Karnataka is going on. For example we have this work on the West Coast linking Bombay and Trivandrum. That work is going on. There are two very important bridges, Kali bridge and Jhavari bridge near Goa that is connecting Bangalore to Bombay. Work on these roads is going on. They are more important roads than what the hon. Member pointed out. These roads do not warrant immediate attention because the traffic is less there than the traffic on the other roads.

SHRI A. R. BADRI NARAYAN: My question is not answered.

MR. SPEAKER: So far as hilly areas are concerned, it is a State subject. They are only concerned with National Highway. Now, Mr. Lakkappa.

SHRI RAM GAPAL REDDY: Can the Speaker also put a question, Sir?

MR. SPEAKER: Order please. Now Mr. Lakkappa.

SHRI K. LAKKAPPA: My friend Mr. Nanjesha Gowda has rightly put it. He is belonging to the Janata party and he has made a statement that the Janata Government is showing step-motherly treatment towards Karnataka for the last 1½ years, especially in regard to their developmental activities.

Trade and communication and new industries are developing not only on the coastal lines but also in other parts

of the Karnataka State. Such new industries are coming up there.

There should be facilities for movement of traffic and goods movement especially in view of the Kudremukh and HMT projects which are coming up there on Highway No. 48.

All these national highways are in a dilapidated condition. They are not maintained in conformity with the standards laid down, how they should be formed, what should be their width and so on. This has not been done.

Paucity of funds is there. For the last 1½ years no funds have been allotted for further expansion and improvement so far as Karnataka State is concerned on the ground that the State Government is run by Congress. Therefore, I would like to know whether you would stop treating Karnataka State with this step-motherly attitude in providing more funds for developing their national highway in full speed. Will you take up all roads which are not covered so far? Will you sanction the estimates pending so far and provide them with money? Can you assure the House today whether you are going to meet the situation very early?

SHRI CHAND RAM: I have made it very clear that there are 7 National Highways in Karnataka State. Work on three bridges is going on in full speed. Work is going on on roads which are more important from the traffic point of view. That work is more important as that traffic is more than the traffic in this portion of the national highway No. 48. Three bridges at least are being constructed at the moment on National Highway No. 13 to provide for the missing link.

As I said, in the last nine years, the previous Government has allotted Rs. 24 crores. This year we have allotted Rs. 3 crores and 75 lakhs.

SHRI V. M. SUDHEERAN: Mr. Speaker, Sir, the construction of National Highways in Kerala....

MR. SPEAKER: This does not arise. Another question will come.

Incentive Scheme for removal of backwardness from Purulia District

*145. **SHRI C. R. MAHATA:** Will the Minister of PLANNING be pleased to state:

(a) whether Government propose to operate some incentive schemes for removal of backwardness from the Purulia district; and

(b) if so, the main features thereof?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Purulia is included in the list of backward districts for which incentives are available for industrial development, viz., concessional finance from the term-lending institutions and investment subsidy. The district is also included in the Drought Prone Areas Programme.

(b) Under the incentive schemes for industrial development in backward areas, industrial units are provided concessional finance at lower rates of interest with a longer repayment period and subsidy at the rate of 15 per cent of fixed investment; in the case of new units and of additional fixed investment; in the case of existing units. Under the DPAP, 50 per cent of the cost of the programme is borne by the Centre.

श्री सी० धार० महाटा : क्या माननीय प्रधान मंत्री बतायेंगे कि कितने दिन पहले या किस साल से पुरुलिया जिले को बैकवर्ड लिस्ट में लाया गया है और लिस्ट में शामिल होने के बाद कितनी इण्डस्ट्रियल यूनिट्स चालू हुई हैं ?

श्री मोरारजी देसाई : कितनी इण्डस्ट्रियल यूनिट्स चालू हुई, मैं नहीं कह सकता । अगर माननीय सदस्य फिर से माँगें तो मंगवा कर दूंगा । आउटक