

17.30 hrs.

**Title:** Regarding damage to National highways due to flood.

MR. CHAIRMAN : The House shall now take up Item 16 – Half-an-hour Discussion.

Shri Priya Ranjan Dasmunsi! You can make a short statement.

SHRI PRIYA RANJAN DASMUNSI (RAIGANJ): Mr. Chairman, Sir, first of all I would like to compliment the hon. Minister Shri Khanduri for his wonderful work. He is one of the finest Ministers of the Government, who is equal to reciprocate and respond to the queries of Parliament Members. I once again thank him for his sincerity. Mr. Chairman, Sir, I am thankful to you for admitting Half-an-Hour Discussion on this vital issue of public interest - the National Highways and allowing me to speak.

Earlier, on March 21, the hon. Minister replied to me in writing giving me the position in regard to widening and strengthening of National Highways No.31, 34 and 35, and on the assistance of Asian Development Bank. In his letter of March 21, the Minister wrote to me:

"As the Ministry lays top priority on the improvement of riding quality of National Highways throughout the country, problems like improvement of flood-prone sections were deferred. "

This Half-an-Hour Discussion relates to damages caused by floods to the National Highways. I raise this issue of the need to take special care of this matter.

If the hon. Minister kindly sees the map of India, by this time he must already be in possession of the map of National Highways that run through flood-prone areas, he will find that there are three basic reasons, in my own understanding, for the damage caused to the National Highways. The logged water, either due to the overflow of the river or because of lack of depth in the river, during heavy monsoon creates floods. The waters do not find a way out to be released and flood the nearby National Highways as a result of which the roads get damaged on both sides. Pavements of some of the narrow roads, which were built long ago, on the National Highways have now been encroached. The work of widening them, even if the Government desires to do it, gets halted due to existence of old trees or due to encroachment along the road.

Another reason is the level of the road. There are many roads which are built 20 to 40 years ago. At that time, the level of the river was different. Now that the level of the river, due to silting and other reasons, has gone up, it flows on to the road. Since the height of the National Highways is not sufficient, the water flows over it and creates a precarious situation.

Mr. Chairman, I represent three Districts – Dakshin Dinajpur, Uttar Dinajpur and Malda; and parts of Murshidabad by which I come to Kolkata. Every monsoon, for months together, these four parts in my State are hit by floods. The severity of the problem is such that even the essential supplies are held up because trucks cannot move as the water flows over the National Highway. The damage caused to the National Highway and to the Government Exchequer as well as to the people there, the trading community is so high that I cannot explain it. Yet, I must thank the Minister for taking cognisance of it and making serious attempts to better the situation.

The West Bengal Corridor Development Project as package 3 from Farakka to Raiganj with loan assistance of Asian Development Bank should start shortly. It might strengthen the existing road, particularly flood-prone points on 334 km to 335 km within District Malda. Further, I draw the attention of the Minister on the following vulnerable stretches which are liable to flooding and which require help from the administration. What I mean by 'vulnerable stretches' is that at such places the road is good but the level of the road has gone down so low that the entire road gets affected when that particular vulnerable part is affected by floods. These are: 361-362 km – 100 metre length; 363-364 km – 250 metre length; 405-407 km – 700 metre length; 418-419 km – 800 metre stretch; 419-420 km – 700 metre stretch; 426-427 km – 120 metre stretch. All these facts are collected from the District Collector and the National Highways Authority in my State yesterday. The District of Malda, the entire subdivision of Jangipur of Murshidabad, Districts of Dakshin Dinajpur and Uttar Dinajpur are the worst affected areas in West Bengal.

There, the national highways are non-operational due to several reasons.

The level of the national highways are lower than the level of water that recedes from the rivers during floods. The widths of those roads are narrow. Supporting cover of those roads in points like Moina in Malda, Rupahar in Uttar Dinajpur, Botalbari in Uttar Dinajpur are so vulnerable that the roads get cracked and there is a soil erosion because of the flow of the river water.

Mr. Chairman, Sir, here, I would like to draw the attention of the hon. Minister to a very pertinent point. The cooling bridge which is the National Highway-34 at the headquarters of Uttar Dinajpur, Raiganj is also now sulking, and anything may happen any time. I am told that the National Highway authorities are already in possession of the materials and facts about the damage of this bridge, and they are considering to plan something. It is true that the National Highway authorities in India are doing excellent jobs. I have stated this fact earlier also. But here, my precise points in today's Half-An-Hour Discussion are:

Will the hon. Minister, in the first instance, prepare a small Paper stating the parts of Bihar, Uttar Pradesh, Assam, Madhya Pradesh etc. where actually the flood-prone areas are linked with the national highways?

Secondly, I want to know whether those national highways are to be maintained by the National Highway Authority of India or by the State Governments. I am saying so because there are two separate arrangements.

Thirdly, I want to know whether the assistance from the Asian Development Bank and the assistance that the Ministry provides from their Budget are enough to meet the situation before the monsoon. It is because sometimes the tender queries are done and the working pattern starts partly during monsoon and before monsoon. Then, it gets again washed away. So, decisively, he should take up the plan in such a way that the tender completion and other works are done at either pre-monsoon stage or post-monsoon stage in order to save the money of the Government and do the work in a better way. The areas which I have identified to the hon. Minister of my district, namely, Uttar Dinajpur, Malda, Murshidabad and Dakshin Dinajpur need special attention. Why I am saying so is that this is the corridor of the North-East. All the goods that you send from Delhi or from Mumbai or for that matter from any part of India towards North-East, they cannot be routed without this road. So when these four roads are blocked during floods, the entire North-East suffers. The North-East also do not get any support from this road.

So, I would be extremely grateful to the hon. Minister if he takes special care, namely, (a) to ensure widening of the road; (b) raising the level of the road; and (c) on the vulnerable points, to see how to get the logged water out without hitting road base. In this regard, in consultation with the Irrigation Department of the State, they may prepare some tunnel or pipe in order to see that the water logged is not a threat to the national highway, and it is strengthened.

Sir, on these three aspects, if the hon. Minister takes a special note and appoint a Special Cell to help the flood-prone areas besides their normal routine work of expanding the national highways, I think, he will be doing a tremendous job both to help the State and the people of the flood-affected areas.

Sir, I would like to give two examples. During the 1999 floods, when the Government of India and the Government of West Bengal planned to send some relief, they could not send it by trains because even the railway track was not in a position in some parts to operate the heavy goods by trains. Then, the Government took a decision to send them by trucks. But all those trucks were to be halted at a point between Moina and Gazol. For six months, the villagers had to feed those truck drivers because they could not get the food from outside, and all those relief materials were dumped in those trucks. A few trucks were even looted. Serious violence took place. In the end, those roads became useable only after eight months.

Sir, Assam, Madhya Pradesh, Bihar, Uttar Pradesh and West Bengal are all experiencing the same sort of problems, in their flood-prone areas and the areas adjacent to rivers. So, my request would be that the hon. Minister may prepare another note with the help of his Ministry to see which are those rivers adjacent to those areas which are causing floods and handle the situation efficiently. He can very well handle this situation with the help and coordination of the State Irrigation Department, State PWD and the Ministry of Water Resources, and see what mechanism can be applied about the bund, barrage; what can be done about improvement of rivers; what arrangements can be made by the Irrigation Department for clearing the water logged in the areas by tunnels etc, and then what arrangements can be made from his Ministry's side for building or widening and raising of those roads.

If these things are done in this manner, by combining all these Ministries, this Minister who has a wide and a long experience in the Army, would deliver very good result really to the people of those areas in those States.

I would like to put these two questions to the hon. Minister. Will he consider the suggestion of mine, to combine the Water Resources Ministry, and the Irrigation Department and the PWD of the State Government to draw an action plan for the flood-prone areas of India, especially in my State and the areas that I have mentioned? Secondly, if so, will he announce a policy or a plan as to how and when these flood-prone pockets of the National Highways – which are limited in number, but decisively destroy the entire National Highways, which are built at the cost of the national exchequer – could be averted?

With these words, I conclude.

MR. CHAIRMAN : The Minister may reply now. Normally four hon. Members are eligible to put questions. But today,

there is nobody else to put questions. So, you can cover the whole of India in your reply.

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MAJ. GEN. (RETD.) B.C. KHANDURI): All right, Sir.

I am extremely thankful to Shri Dasmunsi for two things. Firstly, for highlighting the problem of National Highways that are getting affected or damaged every year, by floods in the country and causing extreme inconvenience or hardship to the people apart from massive damages to the road system. Secondly, I am also thankful to him for appreciating whatever work my Ministry is doing with regard to road sector.

In our country, floods have become a matter of routine. Every year, we get floods in some parts of the country or the other. Even the normal monsoons in some parts are very heavy due to which also the roads get damaged. But in addition to this, every year, we keep on getting floods in a big way in various parts of the country. As National Highways are spread all over the country, these roads are damaged and disrupted; and particularly during monsoons, the repair-time is also not available. Monsoons also continue for over 2-3 months. So, roads do get damaged and disrupted. Therefore, this is a problem which is occurring every year.

We are also, every year, trying to do fire-brigade action; we keep on doing the patch-repairs. But the long-term solution to these problems certainly needs to be considered as suggested by Shri Dasmunsi.

Having said that, I would also like to mention that different parts of the country have different types of problems. West Bengal has one type of problems with regard to damage of roads by water – whether it is floods or normal rains or otherwise. Bihar has got different types of problems. Certain rivers are coming from Nepal side where there are no dams and it creates unexpected problems because suddenly very heavy quantum of water comes in. In certain other areas in the State of Assam, because of the vast rivers we have problems like the case of the River Brahmaputra. These are natural problems for which due care has not been taken over the past years. In addition to these, there are also other problems.

Shri Dasmunsi has raised this question earlier also. We had to explain it every time, as he himself stated. As of today, we have 58,112 kms. of National Highways. All of these were State Highways which have been converted into National Highways. This is for the first time that a new agency is creating new roads, that is, the National Highway Authority of India, under the programme of the Prime Minister's National Highway Development Project. We are constructing 13,000 kms. of new roads; we construct them as per the new design. Under this, even some of the existing roads are being improved. Sometimes, the standard of the State roads are even lower than the State Highway standards, but we have taken over these from the States. Therefore, the problem becomes worse.

Shri Dasmunshi raised the question of height of the roads; it is very clear and it is very correct also. Before this, he had raised the same question once; I had given him the figure at that time also. If we were to design a road *ab initio* or from the beginning, then there are various structures of the road, starting from the sub-grade up to the top or the black top of the road, etc. Today, NHAI under NHDP is doing the design. Sub-grade is the lowest portion of the road and we build on that. The road should have a minimum of 0.6 metre to one metre above the highest flood level in that area.

Therefore, as you have highlighted, if these roads were to be made in normal high flood area, they should never get over-topped. Water should never flow over the roads. But unfortunately, as I have said, these roads have been made earlier on. They have been made with design specifications on an *ad hoc* basis. We have now taken over them.

If I were to convert all the roads, which comes to about 58,000 kms., into the standard national highway specifications, it will be a tremendous task. A study was carried out three years back. At that time, the National Highway quantum was less, around 45,000 kms. and the money required was Rs.1,65,000 crore. We do not have this money. Therefore, we are just maintaining the normal roads or trying to deal with the flood damages. *Ad hoc* arrangements are going on. I used the term fire-brigade action. Every year, some or the other damage is being caused. My Ministry's Budget is around Rs.1500 crore and every year we keep about Rs.100-120 crore for flood. This does not meet the total requirement of the flood damages which run into a thousand crore. Therefore, we try to find out the priority areas and do the patch-up work.

What is the procedure for giving the flood relief? You have given a very good suggestion that we should start earlier on. Now, since my attention has also been drawn to this subject, I have asked myself as to what I can do. Can I do some planning? The present planning is, whatever damages take place during the monsoon season, we tackle them in two ways. One is, when an emergency requirement comes from a State saying that such and such road has been damaged and they require a certain amount of money. For example, last year a State asked for Rs.5 crore as assistance but we gave them only Rs.2 crore to start the immediate patch-up work which was required. This is the emergency requirement during the monsoon as the damage has already been caused.

The second stage is when the monsoon is over. The State Government deputs its own engineers, and our regional officer sit together and make a plan. This plan takes two to three months' time. By the time, it is December. Then they send their requirement. If everything is all right and there is no query, money is released at the earliest by Jan. next. Whatever they are able to spend in the same year, it is all right otherwise it goes to the next year. So, the whole system is such that even though the money is available it is not satisfactorily utilised for the repair work. As it is, we tell them that since the monsoon is coming, whatever repairs are required, they may carry out the work. That is how although we release the money only in the month of January, some money is used by the State earlier as they have already started the repair work and have incurred some expenditure. By the time the money comes, it gets adjusted. Sometimes, the money is not fully utilised or not properly utilised. These are the kinds of problems that we face. Therefore, we will certainly look into what you have suggested and try to find a method.

Flood damages cannot be anticipated everywhere. As you have suggested, certain areas are flood prone areas where every year flood damages take place but the fact is if some preliminary work is done before monsoon, we can save time and utilise money properly. These are the problems on ground.

You have mentioned that I have a lot of experience in the Army. Yes and I have carried out a lot of flood relief work, particularly in the State of Bihar. In 1971, I had taken a regiment. The entire sector from Patna-Sahibpur-Kamal and Eastern sector was totally disrupted. There was no rail link between this part of the country beyond Patna. We were going on a narrow metre gauge road. There was no broad-gauge. The whole life was disrupted. Therefore, there are certain areas which get damaged by floods every year.

There are areas where the drainage system is not proper or there are irrigation channels. The irrigation channels get blocked for various reasons either due to over-silting or they are blocked deliberately by the people who want to save their own places. You block one particular place so that water gets diverted to other area. Therefore, individual or a group of people also try to divert water from their areas to different areas because the drainage system is not adequate. This also causes damage to the roads.

As I said earlier on, when the roads were constructed, even at that time the number of culverts was not adequate. Therefore, we have to create additional channels where the water can get out. These are the types of problems that we are having. The problems are of a very large magnitude. We have, as I said, tried to spend around Rs.120 crore every year on flood relief. But it is not sufficient. You have given certain specific areas and certain specific roads. After the last Parliamentary question, I had also given you information regarding your Constituency and West Bengal as a whole where we have given the money. I hope you have received that information. Even in the year which has just concluded, we had given Rs.10.13 crore to West Bengal. Their demand would have been much more. Therefore, the State Government utilises this money as per its own priority. By and large, the priority is given by them. Therefore, apart from needing more money, we also need a system.

You have mentioned specific problems about specific areas. I will look into them. You had also mentioned National Highway – 34. There is a very good scheme coming with the loan from Asian Development Bank. This project is progressing quite fast. The preliminary stages have been completed. The Consultants have been identified; Terms of Reference have been finalised, and now we are going to the next stage of tendering and all that. Once that work starts, that road connecting the North Bengal side would be reasonably good, at least, from Siliguri to Dalkhola. So, this is the type of thing that is being done.

You have also asked me specifically two questions. One is regarding the level of the road. Now, we can do it only in bits and patches because of the type of money required. Every hon. Member including myself wants that the road from his Constituency should be converted from State Highway to National Highway. Today, if I take over one kilometre of road from State Highway and if it is reasonably good, we have to spend huge amount. We all know and I had stated it last time also that we have taken over roads which are not only of not State Highway standard but are virtually village roads. We all know that for various reasons these have been converted. If I have to convert a State Highway standard road into National Highway standard road, I would need Rs.1 crore to Rs.1.5 crore per kilometre. So, we need around Rs.1,65,000 crore. So much money is not available. On the one side, we want to have more National Highways but on the other side money is not available. Therefore, even the normal maintenance is not being done. We want to spend more money on improving the riding quality because there are so many potholes. Whatever may be the width of the road the surface should be good. But side-by-side, there is a demand that we should increase from one lane to two lanes and that National Highways are supposed to have two lanes. Therefore, the amount of Rs.1400 crore to Rs.1500 crore which is budgetary provision, is to be divided in a manner that it can be used in an optimum manner so that we are able to give some money everywhere.

Sir, in the last two-three years, we have concentrated on Improvement and Riding Quality Project. We have also been doing a little bit of widening so that some intermediate lanes become two lanes and some single lanes become intermediate lanes. So, this is the type of problem that we have.

You have talked of raising the height of the road which means re-doing the complete structure. As I told you, from the bottom of the road to the top of the road, on an average it comes to 1.3 metre. The height that I have to build is around 1.3 metres of various types. There is earth, then there is some consolidated soil, then, bitumen and then the thicker bitumen and finally, the wearing coat. So, 1.3 metres of the road will have to be built above the flood level. Now, if you have to do it at various places, you could understand how much money would be required. So how to tackle it, is one issue.

Then, there is the question of controlling flood and ascertain damages. For that, you have suggested some thing. I will also try to involve the State Irrigation people and the Central Flood Control people and if we can find some method, it will be good. But we can apply our mind and certainly do whatever is possible.

You had also mentioned that there is no drainage from National Highways. I agree with you. It is because there are two things. The drainage system whatever is in existence is inadequate. Sometimes, the existing drainage channels are blocked, somewhere cultivate has come up, and at some places various things have happened for various reasons. As you have said, somewhere encroachment has come up.

Therefore, this type of things are adding to our problems further. Encroachment in itself is a separate major problem, probably worse than floods. In our country encroachment of road has become such a problem that whatever effort we are putting today on roads becomes infructuous within a matter of two to three years. I have gone and seen myself that if today I construct a by-pass, before it gets completed in two to three years, encroachment problem would have already become the centre of our attention. Thus, this encroachment problem is contributing to floods also.

Shri Dasmunshi has asked me two specific questions. Firstly, about coordination, we will certainly try and do our best. He has also asked me whether I have a policy plan for a specific road. It is quite difficult for me to say anything at this stage; but I will certainly try to get it identified in consultation with the State Governments as to which are the areas which get affected frequently. We will also look into the various other suggestions that he has made.

I am talking of National Highways. Certain stretches of National Highways do get affected every year. We will certainly look into the fact whether in those areas we can put some thought and find out some specific types of developmental activities.

With this, I think I have covered whatever the Hon. Member has asked me.

MR. CHAIRMAN : What about NH-7 of Tamil Nadu?

MAJ. GEN. (RETD.) B.C. KHANDURI: It is getting converted into a National Highway and made into a four lane road under the National Highway Development Project. You will have no problem on that.

MR. CHAIRMAN: From Madurai to Tuticorin, because of torrential rains, the whole road gets damaged.

MAJ. GEN. (RETD.) B.C. KHANDURI: Once it is made into a National Highway and the road gets constructed, you will have no problem. It is going to be constructed under the National Highway Development Project in which it will have a width of four lanes. You may be seeing that at some points the road is being dug four to five feet below the ground level. So, after the conversion, you will have no problem on this count.

SHRI PRIYA RANJAN DASMUNSI : I would like to draw the attention of the hon. Minister to Dalkhola, since he took this name. The point is that the entire road system collapses during floods because of which everything gets jammed at the level crossing. Within less than a kilometre the four lane road work is going on near Dalkhola. A road over-bridge and a railway level crossing, besides making it four lane, need to be considered and examined so that in future even if there is a threat of flood here and there the fly-over can take the load and divert all the traffic towards the north-east and towards Calcutta. On this aspect I have already written a letter to the hon. Minister and I request him to kindly examine and find out the possibility.

MAJ. GEN. (RETD.) B.C. KHANDURI: I will do that.

SHRI E.M. SUDARSANA NATCHIAPPAN (SIVAGANGA): The east-coast road from Pondicherry to Kanyakumari is not completed.

MR. CHAIRMAN: You have not given notice; but it is allowed.

MAJ. GEN. (RETD.) B.C. KHANDURI: Thank you, Sir.

MR. CHAIRMAN: We will resume discussion on the Multi-State Cooperative Societies Bill.

**श्री रामदास आठवले (पंढरपुर)** : सभापति महोदय, माननीय मंत्री जी ने अच्छा उत्तर दिया है। हम उनसे सिर्फ इतना पूछना चाहते हैं कि बाढ़ के कारण हर साल

रोड्स खराब होती हैं, जिसके कारण आपके विभाग को उनकी रिपेयर पर फिर से पैसा खर्च करना पड़ता है। जैसा कि माननीय दासमुंशी जी ने बताया कि जहां फ्लड्स आती हैं वहां फ्लाइओवर बनाने की आवश्यकता है। हर साल आप बाढ़ से क्षतिग्रस्त रोड्स की रिपेयर करते हैं, मगर बहुत जगह पर आपके अधिकारी सर्वे करते हैं तथा कई बार बाढ़ के कारण जो रास्ते खराब नहीं होते हैं, उनके बारे में रिपोर्ट दी जाती है कि रास्ते बाढ़ के कारण खराब हुए हैं। इसलिए इसके बारे में आपको जानकारी प्राप्त करके जांच करने की आवश्यकता है कि रोड्स बाढ़ के कारण खराब हुए हैं या किसी और कारण से खराब हुए हैं। अपने देश में सभी नेशनल हाईवेज उल्टे-सीधे हैं। आप मिलिट्री के आदमी हैं और मिलिट्री के आदमी को सीधा चलना चाहिए। अपने देश में नेशनल हाईवेज बहुत टेढ़े-मेढ़े हैं। (व्यवधान)

**श्रीमती जयश्री बैनर्जी (जबलपुर) :** सभापति महोदय, हमें भी बोलने का मौका दिया जाए। (व्यवधान)

**श्री रामदास आठवले :** हमारा इतना ही कहना है कि खराब रोड्स को आज अच्छा करने की बहुत आवश्यकता है। (व्यवधान)

MR. CHAIRMAN: Nobody has given notice to ask questions. There is one minute more before it is 6 o'clock. Therefore, if you want the Minister to reply, you can stop now and allow the Minister to reply. The Minister may give the reply now.

**श्रीमती जयश्री बैनर्जी :** सभापति महोदय, जो चर्चा हो रही है उस पर हमें भी बोलने दीजिए, मंत्री जी सबका एक साथ जवाब दे दें।

**18.00 hrs.**

**श्रीमती जयश्री बैनर्जी (जबलपुर) :** सभापति जी, यह जो चर्चा हो रही है नेशनल हाईवेज पर हो रही है। नेशनल हाईवेज को आप कितना भी ऊंचा करते जाएं लेकिन जब तक ड्रेनेज की व्यवस्था नहीं करेंगे, तो कितना भी ऊंचा कर दें, एक तरफ तो समुद्र सा हो जाएगा और दूसरी तरफ पानी नहीं होगा। इसलिए निवेदन है कि नदियों का गहरीकरण करना चाहिए जो काम आज तक नहीं हुआ। साइड में जो ड्रेनेज है उसकी व्यवस्था होनी चाहिए और जब ऊपर से ऊंचा करेंगे तो बीच-बीच में पानी निकालने की व्यवस्था होनी चाहिए नहीं तो एक तरफ पानी हो जाएगा और दूसरी तरफ नहीं होगा। यह भी उसके साथ जुड़ना चाहिए।

**मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खंडूरी :** सभापति जी, माननीय सदस्यों ने दो सवाल पूछे हैं। पहला तो कहा है कि सड़कें फ्लड्स से खराब हो रही है या भ्रष्टाचार से, क्या हमने जांच की है। भ्रष्टाचार शब्द इस्तेमाल तो नहीं किया है लेकिन वह आपका मतलब था कि सड़कें फ्लड्स से खराब नहीं हो रही हैं लेकिन रिपोर्ट इस तरह की आ जाती है। मैंने शुरू में कहा था कि हमारे यहां फ्लड से इतना नुकसान होता है कि उधर भ्रष्टाचार करने की ज्यादा गुंजाइश नहीं है। लेकिन प्रक्रिया यह है कि जब भी कोई रिपोर्ट प्रदेश से आती है कि इस जगह पर बाढ़ से नुकसान हो गया है तो उनकी टीम वहां पर जाती है, हमारा एक रीजनल अधिकारी हर प्रदेश में है, वह भी साथ में जाकर देखता है।

दूसरा प्रश्न माननीय सदस्य ने पूछा कि टेढ़ी-मेढ़ी सड़कें हैं। इन पर जहां जहां संभव है, उनको ठीक करने का, चौड़ा करने का और एक्सीडेंट कम करने की व्यवस्था बराबर चलती रहती है।

बहनजी ने कहा कि नदियों का गहरीकरण करना चाहिए। मैं उनका बहुत आभारी रहूंगा क्योंकि यह भी सही है कि ड्रेनेज ठीक नहीं है और दासमुंशी जी ने भी कहा है कि सिल्टिंग ज्यादा हो गई है और पानी नदी में जाने के बजाय वापस सड़कों पर आता है। इसलिए अगर नदियों का गहरीकरण हो सके तो मैं सड़क विभाग की ओर से बहुत आभारी रहूंगा क्योंकि हमारा बहुत सा पैसा बचेगा। यह पूरा सामूहिक कार्य है और दासमुंशी जी ने कहा कि सब लोगों को मिलकर, इरीगेशन डिपार्टमेंट को मिलकर यह बात सोचनी चाहिए और इस पर सोचने की कोशिश की जाएगी।

MR. CHAIRMAN : As a special case, I have permitted Members who have not given notice to get clarifications from the Minister. This should not be taken as a precedent. And I have given permission for myself also!

Now, Shri Bhargava may continue with his speech.

SHRI PRIYA RANJAN DASMUNSI (RAIGANJ): Sir, the time of the House would have to be extended now.

SHRI AJOY CHAKRABORTY (BASIRHAT): Sir, how can you extend the time of the House? How will you continue with the business of the House?

MR. CHAIRMAN: In the Business Advisory Committee meeting, a decision has been taken that the House may continue the debate till 8 p.m.

.....(Interruptions)

MR. CHAIRMAN: Please wait for a minute. Let him find out the position.

...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI : Members who want to speak may be allowed to speakâ€¦*(Interruptions)*

DR. RAGHUVANSH PRASAD SINGH (VAISHALI): The report of the Business Advisory Committee is not circulated. I do not know about the decision taken by the House. Where is the circular?

श्री गिरधारी लाल मार्गव (जयपुर) : आज सर्कुलर आया है।

डॉ. रघुवंश प्रसाद सिंह : हमने खोजा है। नहीं मिला है हम लोगों को। कैसे बीएसी में 8 बजे तक बैठने का तय कर देते हैं? किसने तय किया है?

श्री गिरधारी लाल मार्गव : आज बुलेटिन में यह आया है।

MR. CHAIRMAN: With the mood of the House, can I go on with the discussion?

SHRI AJOY CHAKRABORTY (BASIRHAT): Noâ€¦*(Interruptions)*

SHRI BASU DEB ACHARIA (BANKURA): You may adjourn nowâ€¦*(Interruptions)* If the time of the House is to be extended, then how many Members are there to speak?.....*(Interruptions)*

डॉ. रघुवंश प्रसाद सिंह : बिजनेस एडवाइजरी कमेटी ने रिपोर्ट दी है क्या पास हुआ क्या नहीं हुआ, हम लोगों को नहीं मिला। â€¦*(ब्यवधान)*

MR. CHAIRMAN: Dr. Raghuvansh Prasad Singh, all the Members have agreed to resume discussion.

...*(Interruptions)*

MR. CHAIRMAN: In the Business Advisory Committee meeting, the decision has been taken to sit upto 8 p.m.

...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI : We have discussed this matter in the BAC and we felt that if we have to sit beyond 6 p.m. to pass some important business like this, then we may sit late. I also plead that the Bill may be passed today after accommodating other speakers to take part in the discussion....*(Interruptions)*

श्री रामदास आठवले : सभापति जी, यह कोआपरेटिव का मामला है तो इसलिए हाउस को चलाने के लिए हमें भी कोआपरेट करना चाहिए। अगर हम इस पर कोआपरेट नहीं करेंगे तो हाउस कैसे चलेगा। इसलिए इस कोआपरेटिव बिल को आगे चलाने के लिए हम हाउस में कोआपरेट करते हैं।

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**20.02 hrs**

*The Lok Sabha then adjourned till Eleven of the Clock  
on Tuesday, May 7, 2002/Vaisakha 17, 1924 (Saka).*

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