

Mr. Deputy-Speaker, Sir, I am sorry to say that today I am taking part in the debate on unemployment which is being discussed now for seven hours. The country is entering into 21st century a few-years hence when 10 to 20 crore unemployed hands would be demanding work and their silent and warried eyes, their empty stomachs and their pale cheeks would tell the tale of their unemployment. What priorities did we set for us after the independence ? We always imitated the west blindly in every area, whether it is agricultural policy, education policy or industrial policy. Do we have something here to give a direction to the nation? We blindly followed the West which has created problems for us. The education policy is based on British days Macaulay doctrine which meant to created English blackmen in our country I feel that even today, the Macaulay pattern of education might be influencing our minds and thoughts.

We talk of employment-oriented education. We constituted many commissions like Kothari commission, Radhakrishan Commission but we have failed to provided job-oriented education even today. Many governments have came and gone.

[English]

18.00 hrs.

[SHRI CHITTA BASU *in the Chair*]

[Translation]

Mr. Chairman, Sir, we have repealedly said that right to work, right to employment would be incorporated as the fundamental right. May I know whether Government will consider inclusion of right to work in the Fundamental Rights? The youth should be given work according to his capability and the need. Unless such a provision is made, we will not be able to resolve unemployment problem. Mahatma Gandhi had drempt of Ram Rajya and Gram Swarajya, but what is the condition of villages today ? Villages were self-sufficient, self-reliants units 20-25 years ago, many persons used to get employment in one village—black smith; gold-smith, carpenter, all were getting job. There used to be a 'Teli', oil vendor, who supplied pure edible oil to the entire village. The cabler used to make show and chappals. Thus several artisans used to get work in the village itself ...*(Interruptions)*

[English]

18.02 hrs.

#### HALF-AN-HOUR DISCUSSION

##### Length of National Highways in the country

MR. CHAIRMAN : Now, we pass on to Half-an-hour discussion.

...*(Interruptions)*

[Translation]

SHRI NITISH KUMAR (Barh) : It commenced about 4' O clock, not at 3.30. Kindly listen to me, you can check up from the record...*(Interruptions)*

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Mr. Deputy Speaker Sir, more time should be given.

[English]

SHRI P.R. DASMUNSI (Howrah): Yesterday, at our request, she agreed to have to today. We should be grateful to her. *(Interruptions)*

SHRI P.M. SAYEED (Lakshadweep) : Mr. Chairman, Sir, it was officially started at 3.30 p.m. itself.

SHRI P.R. DASMUNSI : The Prime Minister had intervened at that time and finally the Speaker had given his decision.

SHRI P.M. SAYEED : What I want to submit is that we had started it at 3.30 p.m. officially. It was probably ten minutes late. ...*(Interruptions)*

SHRI NITISH KUMAR : It was not just ten minutes.

[Translation]

Sir, full time should be given.

SHRI PRABHU DAYAL KATHERIA : We should have full 2 1/2 hours debate on this ...*(Interruptions)*

[English]

MR. CHAIRMAN : She has the claim that this discussion should take place at six o'clock

SHRI P.R. DASMUNSI : Yesterday, she had conceded to our request. We must be grateful to her.

[Translation]

SHRIMATI SUMITRA MAHAJAN (Indore) : Mr. Chairman, Sir, the transport net-work, whether it is surface transport or rail-transport, is considered to be the parameter of the development of a nation. Smooth traffic is the manifestation of a developing country. It is rightly said:

[English]

"It is good road not because it is rich, but it is good road and that is why it is rich."

[Translation]

If we apply this saying to India, our attention goes to the National Highways. We have only two percent National Highways in the whole country the kilometerage length of which is 34291 k.m. The entire surface transport depends on it. These roads account for 70 per cent traffic load. But what is their condition ? I will come to that later. Sir, this small percentage connects our entire country. Different types of vehicle operate on them which transport goods from one state to another and if we do not have roads, we cannot move goods from one place to another place, and the country cannot become prosperous. This equation is unending. We talk of globalisation, we talk loud of achieving interruptions competitive leved, and therefore, suggest establishment of big industries. But, while suggesting all this, we do not think of the condition of roads in our country. I think of roads obtaining in Madhya Pradesh applies to

Uttar Pradesh or to any other state. I would like to quote an example. Madhya Pradesh is a central province and has its boundaries with about seven states and Madhya Pradesh is the gateway to all the states. If this is the condition in Madhya Pradesh, you can imagine what will the condition in other states.

Now I come to the kilometerage length of the National Highways in such a vast country as is ours. It comes to 0.7 per cent per kilometer area. We have built this length during all these long years. I am trying to draw the picture of the whole country by giving the example of Madhya Pradesh. It has eight roads, and we have been demanding that they might be declared as National Highways. These roads are significant from movement of minerals and from tourism point of view because, they connect mineral bearing areas and tourism centres from which lot of foreign exchange is earned. May be, there is longer list of such roads. There are many industrial belts which are sought to be linked with other states. Out of the list of 8 roads, Gwalior, Jhansi, Khajuraho and Reva are important from tourism angle. Nagpur, Obedullaganj and Bhopal are important links with other states. Then, there is mineral belt, that is also important.

SHRI SHIVRAJ SINGH (Vidisha) : This covers our area also.

SHRIMATI SUMITRA MAHAJAN : Yes, your area also comes. It is important. But I am talking of the areas of national importance. Similarly, we have mineral bearing areas of Rajamundry, Jagdalpur and Bastar, which are important for the development of the country. Thus, we have given 8 proposals which have not been accepted. Recently, the hon. Minister had said in reply to a question that we have increased the National Highway length by 240 kilometers during the last three years which is obviously ridiculous. We have been able to increase the National Highway length by this much in these three years. ! We have a long standing demand of declaring eight roads on National Highways. Same is the position of Uttar Pradesh. The demand is not met and we get the stereotype reply that funds are not available. The other day also, we were told in reply to a question that maintenance was not possible because of paucity of funds. What is the position regarding maintenance ? As I have said, we have 34291 k.m. road length. I was talking to Shri Shivrāj Singh, and we have calculated that a sum of Rs. 284 crore is available under maintenance head. What maintenance can be done with this meagre amount ? I do not know whether it comes to two thousand or Rs. 2.5 thousand per kilometer. This is the position today regarding maintenance. Now, when we talk of big National Highways we talk of West Bengal, Assam, Bihar and the North-East. We talk here of industrial development of Vananchan, of tribal areas. The National Highway No. 31 bears the traffic load of millions of tonns in the North East, but its condition is very deplorable because funds are not available for its maintenance, State Government does not get funds for this purpose. Same is

the condition of the Grand Trunk Road. We name this road as Shersah Suri or Chandra Gupta Road, we associate the names of greatmen with these roads, but if you happen to pass through Bihar, you would come to know the national position of these roads. The condition of Cuttack-Bhubaneswar No. 4. No. 5 is also bad. It is important to work at this road because we are suffering loss in movement of goods, it is affecting the propriety and development of the country. Roads are the basic infrastructure of our developmental activities. I recollected Cuttack-Bhubaneswar Road because at one time, it was in such a bad shape that Justice Pattanaik of the Supreme Court had met a fatal accident on this road.

A very negligible provision has been included in the current budget for the maintenance of roads. Only 0.6 percent of the budget has been allocated for the maintenance of roads ...(*Interruptions*)

[*English*]

MR. CHAIRMAN : Please listen. According to the Rules, you are supposed to make a short statement and put some specific questions only. Please remember the Rules.

[*Translation*]

SHRIMATI SUMITRA MAHAJAN : All right, I put questions. But Mr. Chairman, Sir, the need for giving notice for half-an-hour arose only when the hon. Minister said in every reply that there was no budget allocation. Am I wrong Mr. Minister ? He had said that there was no budget allocation. If he agrees, I would like to give a suggestion, because we have never given a thought to this subject, Government have never thought of it.

We had some talks about increasing the kilometerage length of roads and given some proposals. Whether they have been considered ? We say that the kilometerage length of National Highways should be increased and more and more roads should be included in the budget so as to augment transport capacity which will, in turn, help accelerate developmental process. Have we ever thought from this angle and whether any scheme has been chalked out ?

Second, we had set up a National Roads safety Council sometimes ago and have received its first report, but no unanimous recommendations has been made about remedial measures to be taken. Accidents take place because of bad roads. What measures have been taken to prevent road accidents ? We had also raised the question of patrolling. Which stations have been set up for patrolling ? In fact we should set up Trauma Centres because, generally, young people are involved in fatal accidents. Has this angle been considered ?

Third, as far as privatisation of road is concerned, I think, it is good to a certain extent, but if we talk of only of

National Highways, then, they pass through many small villages where different types of vehicles operate and I will not suggest of imposing any vehicle tax or toll tax on the people using the roads. However, we can think of privatisation of road bridges and culverts and also of bypasses.

Fourth, in 1983, we had formulated a scheme for construction of an Indore-Dewas bypass on Mumbai-Agra National Highway which involved an outlay of Rs 32 crore, but later a proposal for four-laning and concretisation was mooted and the 1983 outlay of Rs. 32 crore shot-up to Rs. 105 crore in 1996. So, my question is : Whether he proposes to take early decision on pending cases ?

It is said repeatedly that budget allocations are not available. In this context, may I know whether Government propose to earmark five or ten percent amount of petrol and diesel consumption for transportation, for maintenance of roads? If this is done, we will support the proposal. Do the Government propose to bring such a measure ? It will be a profitable proposition. It is essential for the development of the country.

Mr. Chairman, Sir, better transport facilities, construction of more National Highways are the basic means of augmentation of our national assets. What are the Government doing keeping in view this basic aspect ? I have also to request the Planning Commission not to reduce the budget allocations meant for good schemes by sitting in airconditioned rooms. It must adopt a pragmatic approach and consider schemes on ground-level.

[English]

MR. CHAIRMAN : There are other four names. I want to remind the hon. Members again that, according to Rule, you are entitled to ask only one question. I think, the Rule is to be abided by.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Chairman, Sir, Pt. Jawahar Lal Nehru had once said that there was no salvation without roads and railways no development was possible and the roads and railways were the views of the nation through which development blood flowed. National Highways and roads are very essential inputs of the development of a country. So, Sir, as per year orders, I would like to know from the hon. Minister, while the Government have approved a unigauge system for the development and expansion of railway routes, why simodar scheme is not being formulated for integrated development of National Highways and other roads ? Part (b) of my question is that we have developed 34 thousand kilometerage National Highways so far and as per the proposal received from various State Governments, 38 thousand kilometer National Highways are to be constructed and maintained which involves an outlay of

about Rs. 3200 thousand crore, so Sir, I would like to know through you, whether Government will extend special assistance to backward and area-wise large states like Rajasthan, where traffic load has increase for the construction and maintenance of National Highways ?

Mr. Chairman, Sir, part (c) of my question is : Delhi-Mumbai National Highway No. 8 covers large area of Rajasthan, particularly between Delhi and Ajmer, in respect of which the Government of India had taken a decision to convert it into four laning because of heavy pressure of surface transport, and frequent road accidents; when the proposal providing four-laning will be implemented and whether Government have formulated any comprehensive plan for increasing the kilometerage length of National Highways ?

SHRI SHATRUGHAN PRASAD SINGH (BALIA) (Bihar) : Sir, I have also given my name for speaking on this subject and my name is in the list.

MR. CHAIRMAN : If your name is in the list, I shall allow you to Speak. I am following the established system

DR. STYANARAYAN JATIA (Ujjain) : Mr. Chairman, Sir, we are discussing National Highways but, I feel, we have left this subject untouched. We talk of National Highways, we talk of super National Highways, but do not take appropriate measure to translate it into action. Whenever prices of petroleum products were revised, we suggested earmarking of certain percentage thereof for utilisation on construction of roads, but the same could not be implemented because of non-availability of such funds while nearly Rs 10 thousand crore, are spent on increased petrol consumption and maintenance of vehicles because of bad condition of roads.

Sir, through you, I would like to say that proposals for construction of new National Highways have been received from all the states and Madhya Pradesh has demanded an outlay of Rs. 30 thousand crore; may I know what amount is needed for construction of National Highway as per the proposals received from several states and what steps is he taking to get the amount sanctioned ?

SHRI SANTOSH KUMAR GANGWAR (Barielly) : Mr. Chairman, Sir, when this question was discussed in the House, an important question was raised which was not supplied to by the hon. Minister on behalf of ruling Janata Dal. A unanimous Resolution was passed on 13th May, 1988 about Central Road Fund which does not appear to have been implemented even after a lapse of 8 years. May I know which states accepted the Resolution and which states have implemented it ? This information was not given by the hon. Minister at that time. So, my first question is : What is the official opinion about this ? Whether there is any plan to privatise the National Highways; and if the whether there is any proposal to construct bridges and by

passes? If so, the time by which it is likely to be implemented? Third, Uttar Pradesh is the largest state population-wise, but Rajasthan has more kilometerage length of road than Uttar Pradesh and Madhya Pradesh has still greater length and Maharashtra has the maximum length. Then, why this step-motherly treatment with Uttar Pradesh? How many proposals of Uttar Pradesh are pending with Government and when are they likely to be disposed of?

Mr. Chairman, Sir, my last question is about National Highway No. 24 on which my constituency is situated and a proposal regarding Barielly bypass has been pending for a long time. I want that this bypass should be constructed early and he must give some suggestions or directions on this proposal.

SHRI RAJIV PRATAP RUDY (Chapra) : Sir, Shrimati Sumitraji has provided a very good background on which I want to draw the attention of the Government. I have also given the facts which she has advanced. I come from Bihar and I want to express my painful feelings. My native place is 70 kilometers away from Patna and only one day service operates between Patna, the capital of Bihar, and my native place. This is the position even today. The question of National Highways has been raised, I consider it necessary to draw Government's attention to the importance of the National Highways in the development of the country. No state can develop without adequate road communications, power supply and necessary infrastructure and on this count, Bihar is totally neglected. I would like to tell the hon. Minister how the construction of National Highways is politically motivated. The National Highway denotes linking of the Nation. What are the considerations for sanctioning comparatively greater kilometerage length of roads for some states? I would like to quote some samples and expect a reply from the Government. In 1993-94, Andhra Pradesh was sanctioned 5,126 kilometer roads while Bihar was sanctioned only 3000 kilometerage length. In 1994-95, Andhra Pradesh was sanctioned 1252 kilometerage road length while Bihar was sanctioned only 221 kilometerage length. May I know whether the kilometerage length of roads is sanctioned on political considerations for each state?

My second question is very important. The Standing Committee of Rajya Sabha under the Chairmanship of Shri Promod Mahajan had made 16 recommendations about the National Highways ... (*Interruptions*)

MR. CHAIRMAN : There is no need to repeat those sixteen points.

SHRI RAJIV PRATAP RUDY : May I know from the hon. Minister what progress has been made by the Government and his Ministry during the last two years towards the implementation of those 16 points? All the problems are enumerated in that report. The Report of the Standing Committee has indicated the progress made by

Government in this regard. All the points being raised here are included in that report ... (*Interruptions*)

SHRI RAMENDRA KUMAR (Begusaria) : Five persons have been killed in the road accident in Bihar ... (*Interruptions*)

MR. CHAIRMAN : This is being done as per the Rules. ... (*Interruptions*)

MR. CHAIRMAN : Please study the Rules first, then put your question.

... (*Interruptions*)

[*English*]

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : Mr. Deputy-Speaker, Sir, I quite agree with what the hon. Members have stated with their facts and figures. What they have stated about the state of affairs is really true. But at the same time ... (*Interruptions*)

MR. CHAIRMAN : Please sit down ... (*Interruptions*)

SHRI RAJESH PILOT (Dausa) : Sir, this is the condition before the passage of the Bill. I do not know what would happen after the Bill is passed! They are asking us to vacate the seats!

MR. CHAIRMAN : Let the hon. Minister be allowed to answer.

SHRI T.G. VENKATRAMAN : Sir, I would like to submit that what all they have stated is without taking into consideration the progress that have been made right from the year of our Independence, that is, from the year 1947. In the year 1947, the total length of the national highways was only 21,440 kilometers. In 1996, the total length of the national highways has increased to 34,298 kilometers. Therefore, 12,859 kilometers have been added.

SHRIMATI SUMITRA MAHAJAN : This has been done over a period of 50 years.

SHRI T.G. VENKATRAMAN : That is all right Madam. You have stated something and I have to satisfy you. I have to find out how it has happened. Within three months' time I cannot do magic. Please follow me ... (*Interruptions*)

MR. CHAIRMAN : Please allow him to answer. You have put the questions, he has to reply now. You may not agree with his reply but he has to reply.

SHRI T.G. VENKATRAMAN : Sir, may I proceed?

MR. CHAIRMAN : Yes.

SHRI T.G. VENKATRAMAN : Sir, the hon. Members have asked so many things about privatisation and what is that I have got to do to see that it is improved. We are making efforts on the lines of the privatisation policy. The National Highways Act has been amended in 1995. According to the privatisation policy private persons can take part in it and ... (*Interruptions*)

PROF. RASA SINGH RAWAT (Ajmer) : How much investment has been made ?

SHRI T.G. VENKATRAMAN : Please, hear me. I cannot answer piecemeal.

SHRI RAJIV PRATAP RUDY : Do not get angry.

SHRI T.G. VENKATRAMAN : I am very hungry.

The fiscal benefits announced are : five years full tax holiday, and 30 per cent over the next five years; standardisation of BOT procedure; Government to bear the cost of land acquisition, shifting of utilities, and environmental litigation expense; and capital base of NHAI to leverage this capital to generate more funds from the market and the external funding agencies.

In the Budget, we have been awarded a capital of Rs. 200 crore. We have to make it seven to eight times more by means of the leverage we are getting and also by creation of Infrastructure Development Finance Corporation for cheaper funds for investment in this sector. This is the policy which we are going to follow to improve the standards and also to improve the meagre funds awarded to the road sector.

18.32 hrs.

[MR. SPEAKER *in the Chair*]

Some hon. Members have asked about the progress made in the BOT projects. Some BOT projects have already been finalised. The projects which are under progress are: No. 3 and 4 Thane-Bhiwandi bypass in Maharashtra at a cost of Rs. 17 crore; NH-8 Udaipur bypass in Rajasthan at Rs. 24 crore; and NH-8 Chaltan Road over-bridge in Gujarat at Rs. 10 crore. These are all the projects which are under progress.

The projects that are in the pipeline are : Hubli/Dharwar bypass in Karnataka at a cost of Rs. 40 crore; Nellore bypass in Andhra Pradesh at Rs. 80 crore; Coimbatore bypass in Tamil Nadu at Rs. 88 crore; the second Narmada bridge in Gujarat at Rs. 45 crore; Vivekananda bridge in West Bengal at Rs. 400 crore ; and Revel bypass in Maharashtra at Rs. 350 crore...(Interruptions) The Eighth Plan provision was Rs. 60 crore including Rs. 12 crore of spillover ...(Interruptions)

[Translation]

SHRI PRABHU DAYAL KATHERIA (Firozabad) : Uttar Pradesh is the biggest state of the country, where has it gone ? Uttar Pradesh is the heart of the country as is Delhi. The hon. Minister should reply the questions about Uttar Pradesh ...(Interruptions)

SHRI RAJIV PRATAP RUDY : The reply given by the hon. Minister is different from the questions asked.. (Interruptions)

SHRI SANTOSH KUMAR GANGWAR (Barielly) : The hon. Minister has not given proper answer to any question. it was an important question and you allowed Half-an-Hour

discussion keeping in view the significance of the subject. The Minister has not given satisfactory answer or information. I want that detailed information should be given ...(Interruptions)

[English]

MR. SPEAKER : Let him complete his reply. Hon can you come to the conclusion that he is not giving proper reply which he is in the midst of his speech ?

SHRI RAJIV PRATAP RUDY : What we have said is that he is not saying anything new.

[Translation]

SHRI PRABHU DAYAL KATHERIA : Please give some information about Uttar Pradesh. He must say something. See the condition of Delhi-Agra-Calcutta National Highway. Its condition is very bad. He must tell us something about Uttar Pradesh ...(Interruptions)

SHRI SAYED MASUDAL HOSSIAN (Murshidabad) : Elections are being held in Uttar Pradesh. How can he say about it ? ...(Interruptions)

[English]

MR. SPEAKER : Let the hon. Minister speak.

SHRI T.G. VENKATRAMAN : You must understand that originally there was a road fund. There was a resolution dated 18-6-77 whereby 3.5 paise per litre was provided and through that only we have been providing funds to the states. ...(Interruptions)

SHRI RAJIV PRATAP RUDY : We have read it in the Annual Report.

SHRI T.G. VENKATRAMAN : When you know everything why do you have to put a question ? Please listen to me when I give certain information. ...(Interruptions)

[Translation]

SHRI THAWAR CHAND GEHLOT (Shajapur) : Please, answer the questions we have asked ...(Interruptions)

[English]

SHRI T.G. VENKATRAMAN : There was a second Resolution. (Interruptions)

MR. SPEAKER : Please be brief.

SHRI T.G. VENKATRAMAN : Yes, Sir.

By both the Resolutions of Parliament which were passed on 13.7.88, they proposed that five per cent of petrol and diesel should be provided for the Road Fund. ...(Interruptions) What is this ? If you know, come to this place, I will go away . ...(Interruptions)

MR. SPEAKER : Please do not disturb the hon. Minister.

SHRI T.G. VENKATRAMAN : Therefore, it was not implemented. ...*(Interruptions)*

*[Translation]*

MR. SPEAKER : You always try to disturb.

*[English]*

SHRI T.G. VENKATRAMAN : Running commentary will not help you. You are a senior Member. You must understand that. *(Interruptions)* That was not put into effect. *(Interruptions)* Mr. Speaker, Sir, I have been writing to that effect. You know that I assumed charge only three months back. Previously there was a chequered carrier with regard to the implementation. But later at a point of time when the Speaker has raised this and said that it is an important issue and that it must be answered and there must be an half-an-hour discussion, by which time, I got a note from the Cabinet that I should give a report. Then, I have incorporated all the things that has happened and also the urgency and the need for this Fund. Because of half-an-hour discussion in Rajya Sabha as also here, I am waiting and I am going to send your impressions and expressions with regard to this Fund. If that Fund is given, yearly we will have Rs. 2000 crore, thereby I will be able to satisfy, at least, some States, if not all the States. For doing that, you must all help me to see that it is implemented. That is already there. But that is not being implemented for which I cannot be held responsible. I am pleading. On your behalf, I am sending a note to the Cabinet in this connection to the effect that it is very necessary. The funds that are provided in the Budget are very meagre. Therefore, this Central Road Fund should be given to us. I will also impress upon the Government that cess should be given. I also understand your feelings. I am also pleading for more funds. ...*(Interruptions)*

*[Translation]*

PROF. RASA SINGH RAWAT : We are requesting him to reply the questions we have put ...*(Interruptions)*

*[English]*

SHRI T.G. VENKATRAMAN : What is this ? I am telling the House that the Resolution is there and the implementation is there. *(Interruptions)*. On your behalf, I am impressing upon the Government that five per cent cess will be of great help to relieve the financial crunch for road development.

MR. SPEAKER : Thank you very much.

*[Translation]*

SHRI NITISH BHARADWAJ (Jamshedpur) :

*[English]*

I just want to ask one line question.

*[Translation]*

I want to say only one thing. We have discussed here the length of highways. This is important. The question is

of providing infrastructural facility, it has been given somewhere and not given elsewhere. For example, many things have been said about Bihar ...*(Interruptions)*

*[English]*

MR. SPEAKER : You cannot reopen it.

*[Translation]*

SHRI NITISH BHARADWAJ : Sir, let me complete ...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, let the Bill be passed. I had promised to do it at 6.30 p.m.

MR. SPEAKER : I have come exact at 6.30.

SHRIMATI SUSHMA SWARAJ : It is now quarter to Seven. ...*(Interruptions)*

SHRIMATI MEIRA KUMAR (Karol Bagh—Delhi) : It has already been delayed. Let there be no further delay.

*[English]*

MR. SPEAKER : Please sit down.

*(Interruptions)*

*[Translation]*

MR. SPEAKER : All want to speak.

SHRIMATI SUMITRA MAHAJAN : It is a fraud on women.

*[English]*

18.40 hrs.

ANNOUNCEMENT RE : MEMBERS OF THE  
PANEL OF CHAIRMEN

MR. SPEAKER : I have to make a very small announcement. I have to inform the House that under Rule 9 of the Rules of Procedure and Conduct of Business in Lok Sabha I have nominated the following members as Members of Panel of Chairmen, (1) Shri Basudeb Acharia, (2) Shri Chitta Basu, (3) Shri P.C. Chacko, (4) Shri Nitish Kumar, (5) Shrimati Geeta Mukherjee, (6) Shri P.M. Sayeed, (7) Col. Rao Ram Singh, and (8) Prof. Rita Verma, for remaining part of the House.

18.41 hrs.

*[English]*

CONSTITUTION (EIGHTY-FIRST AMENDMENT)  
BILL—*contd.*

**(Insertion of new articles 330A and 332A)**

MR. SPEAKER : Now, what do we do with this Bill ?

SHRIMATI MEIRA KUMAR (Karol Bagh—Delhi) : Without any delay voting must be done ?