

**SEVENTH LEGISLATIVE ASSEMBLY OF MIZORAM
(FOURTH SESSION)**

LIST OF BUSINESS

FOR NINTH SITTING ON FRIDAY, THE 21st NOVEMBER, 2014
(Time 10:30 A.M. to 1:00 P.M. and 2:00 P.M. to 4:00 P.M.)

QUESTIONS

1. **Questions** entered in separate list to be asked and oral answers given.

PRIVATE MEMBERS' BUSINESS

2. * Resolutions

NGURTHANZUALA
Secretary

* Please see Bulletin Part-II No. 62, dated the 17th November, 2014 for relative precedence of Private Members' Resolutions to be moved.

SPEAKER : “You shall walk after the ORD your God and fear Him, and keep His commandments and obey His voice; you shall serve Him and hold fast to Him.

Deuteronomy 13:4

We will take up Question No.127 which is clubbed question of two members; we will invite first Pu Vanlalzawma and then Pu K. Sangthuama.

PU VANLALZAWMA : Pu Speaker, thank you. Will the hon’ble Minister for Higher & Technical Education be pleased to state: –

- a) The place where National Institute of Technology of Mizoram is going to be establishes.
- b) Step taken so far for placement of NIT Mizoram.
- c) Number of branches and strength of the faculty.
- d) Whether development is continued for the establishment of NIT at Lengpui which has been shifted from Thenzawl.

SPEAKER : Let us invite the hon’ble Minister for Higher & Technical Education, Pu R. Romawia to reply.

PU R. ROMAWIA, MINISTER: Pu Speaker, answer to the question of the hon’ble member from Aizawl West-III is: –

- a) It was established in Lengpui (Kawntengek Ram), 3 Kms away from Lengpui Airport.
- b) Topographical & Geo-technical Survey has been completed as construction of boundary wall is in progress.
- c) There are 5 Branches in B. Tech, Namely - B. Tech. in Computer Science Engineering; Electrical & Electronic Engineering; Electronics & Communication Engineering; Mechanical Engineering and Civil Engineering. The strength of the faculty is 26 on regular, contract and adhoc basis.
- d) As stated earlier, the project is in process.

SPEAKER : Any supplementary question? Yes, Pu K. Sangthuama.

PU K. SANGTHUAMA : Pu Speaker, is there a plan to shift NIT from Lengpui to Thenzawl? Would it be more appropriate to shift to Thenzawl where there is an abundant land to build infrastructure instead of Lengpui where the land is congested?

SPEAKER : Pu Lalruatkima has a Supplementary question.

PU LALRUATKIMA : Pu Speaker, thank you. My Supplementary question is: -

How many MR employee under Group 'C' and 'D' are being regularized? How many MR are recruited after regularization? Whether concurrence of Finance Department concurrence is obtained to that effect?

SPEAKER : Now, let us invite the hon'ble Minister, Pu R. Romawia to reply.

PU R. ROMAWIA, MINISTER: Pu Speaker, the answer is: –

NIT is not of the State Government but the Central. The Central Government asked for free land at Lengpui and Thenzawl and was being offered at Lengpui. The surveying officials preferred Lengpui due to its location. In dealing with this case, the Mizoram government is not consulted.

Regarding the question from Pu Lalruatkima, a member from Aizawl West-II, I cannot give the answer as I am not preparing for that supplementary question.

SPEAKER : Pu K. Sangthuama.

PU K. SANGTHUAMA : Pu Speaker, from what we heard from the Newspapers, the proposed land at Lengpui could not accommodate the desire space. Why not give another land where the desired space can be accommodated and what is the opinion of the Government of Mizoram government in this regard?

SPEAKER : Now, let us invite the hon'ble Minister, Pu R. Romawia.

PU R. ROMAWIA, MINISTER: Let me give the answer from the Land Revenue's point of view, Pu Speaker.

After learning that the land cannot accommodate the demand, the Land Revenue & Settlement department has been trying to find another place land to accommodate the whole Institution. Yet, no report has yet been received till date.

SPEAKER : We will go to our next question and I invite Dr. K. Beichhua to ask Question No.128.

Dr. K. BEICHHUA : Pu Speaker, thank you. Will the hon'ble Minister for Taxation Department be pleased to state: - Does the Mizoram Government collect tax from the Contractors?

SPEAKER : We will invite the hon'ble Finance Minister, Pu Lalsawta to reply.

PU LALSAWTA, MINISTER: Pu Speaker, the answer is: –

The Govt. of Mizoram collects the following taxes from the Contractors such as Professional Tax; and VAT (from materials sold to the Contractor for his contract works).

SPEAKER : Supplementary question from Dr. K. Beichhua.

Dr. K. BEICHHUA : Pu Speaker, my supplementary question is: – How do we collect tax from sharing contract work between a Contractor and the Department where as many works between the Contractor and Department are 50/50 sharing?

SPEAKER : Let us invite the Hon'ble Minister, Pu Lalsawta to reply. It is the subject of sharing of a contract work.

PU LALSAWTA, MINISTER: Pu Speaker, in such kind of contract works, tax is demanded from the two separately. There are different ways to pay taxes in which Professional Tax is paid annually and the other is VAT which should be paid from purchase of material components for the contract works. However, there are some works in which VAT is not necessitated such as widening of road and work which does not need purchase of materials. One may choose one of the processes and may give 2% of the total volume of work as tax.

SPEAKER : Supplementary question from Er. Lalrinawma.

Er. LALRINAWMA: Pu Speaker, my Supplementary questions are:

- i) Is it necessary for the department to do VAT registration?
- ii) If so, how many departments practice the system so far?
- iii) Does Suppliers give VAT as well?

SPEAKER : Let us invite the Hon'ble Minister to reply.

PU LALSAWTA, MINISTER: Pu Speaker, the matter which concern the question of Er. Lalrinawma is in today's business list. If we have the time, let us hope that we can give the answer then.

Under the Mizoram VAT Act, 2005, any department should have VAT registration. However, till date, only one department i.e. Quality Control under PWD have done registration. What is the other question?

Er. LALRINAWMA : Pu Speaker, Does Supplier also give VAT?

Pu LALSAWTA, MINISTER: Pu Speaker, Suppliers gives VAT, but those who are not register themselves do not give VAT. To add a few point, any registered Suppliers who are opening their store gives VAT regularly. While this is the case, there are suppliers to some departments does not give taxes. Pu Speaker, as known to us all, our financial condition is not

stable; so we are trying our best to collect taxes from any source. Therefore, Contractors or Suppliers who exempt taxes will have to pay in the future.

SPEAKER : Supplementary question from Er. Lalrinawma.

Er. LALRINAWMA : Pu Speaker, thank you. If all concerned departments are instructed to obtain VAT Registration or they are being given a free rein?

SPEAKER : Let us invite the Hon'ble Minister.

PU LALSAWTA, MINISTER: Pu Speaker, there is no official order in this regard. However, the Commissioner of Taxes made an appeal to all the departments to obtain registration as soon as possible and they are expected to oblige with the request. Since then, we will be able to compel every department to necessarily contribute tax to the Government of Mizoram.

SPEAKER : We will go to Question No. 129 and Pi Vanlalawmpuii Chawngthu to ask the question.

PI VANLALAWMPUII CHAWNGTHU: Pu Speaker, thank you. Will the Hon'ble Minister for Public Health Engineering be pleased to state: –

Whether there is a way for the department to improve water supply of Lungchhuan village as scarcity of water is intensively high now a days?

SPEAKER : Let us invite the Hon'ble Minister for PHE, Pu Zodintluanga to give the answer.

PU ZODINTLUANGA, MINISTER: Pu Speaker, the answer is 'yes'. In order to improve water supply of the said village, 32,000 liters capacity of RCC Reservoir is being constructed built and hopefully, progress will be made accordingly. Pu Speaker, since the village is situated at the top of the hill, it is somewhat difficult to pump up water; yet, the department is making all efforts to improve the situation.

SPEAKER : We will go to Question No. 130 and I again call upon Pi Vanlalawmpuii Chawngthu to ask the question.

PI VANLALAWMPUII CHAWNGTHU: Pu Speaker, thank you. Will the Hon'ble Minister for Food, Civil Supplies & Consumer Affairs Department be pleased to state: –

- a) Whether there is an intention to implement Food Security Act in Mizoram? If so, whether it will be beneficial for Mizoram or not?
- b) When will Mega-block due to repair of Railroad be lifted? How does this blockade effect the departments as a whole?

SPEAKER : Let us invite the Hon'ble Minister, Pu John Rotluangliana to reply.

PU JOHN ROTLUANGLIANA, MINISTER: Pu Speaker, answer to the Hon'ble member Ms. Vanlalawmpuii Chawngthu questions are: –

- a) Step has been taken for implementation of Food Security Act in Mizoram. The question as to whether it will be beneficial or not for Mizoram, it is not known unless it is implemented first.
- b) The existing Mega-block due to construction of railroad will be lifted within 6 months from now. So far, no problem has yet been met for this reason.

SPEAKER : Supplementary question from Pu Lalruatkima.

PU LALRUATKIMA : Pu Speaker, I have asked of when the government of Mizoram received the upcoming mega-blockade due to construction of railroad. As a supplementary, I would also like to ask the reason for our shortage of time for preparation for the upcoming mega-block where as the neighboring Tripura is ready to face this blockade. If our shortage is due to late receive of information?

SPEAKER : Let us invite Pu Rinthanga and then Pu K. Sangthuama.

PU K. LALRINTHANGA : Pu Speaker, according to the assessment of the central government, what percentage of the people of Mizoram will benefit this Food Security Act?

PU K. SANGTHUAMA : Pu Speaker, thank you. My question is: - Whether plan for importing rice from Myanmar still going? Can it be implemented with immediate effect? May the government introduce the system from the upcoming financial year? Apart from this, may the government continue purchase of rice from privates in the stead of FCI as the cost is lower?

SPEAKER : I invite the Minister to give the answer.

PU JOHN ROTLUANGLIANA, MINISTER: Pu Speaker, to answer the question of Pu Lalruatkima, we received the information in time but difficult for us to have an effective preparation for we are in a land lock area. We now have stock of rice to cover us for 3 months. Even though FCI insisted on us to make a stock at least for 6 months, we could not afford to do so due to shortage of enough go-down.

PU LALRUATKIMA : Point of Order, Pu Speaker, if information was received on time, why didn't we refurnish IOC, Vairengte Satellite Oil Depot? (.....Interruption.....)

PU JOHN ROTLUANGLIANA, MINISTER: Pu Speaker, Vairengte Oil Depot is not meant for stocking of rice but for oil.

PU LALRUATKIMA : Pu Speaker, I do not refer to rice but control items which happened to be of essential commodities.

PU JOHN ROTLUANGLIANA, MINISTER: To clarify the point, Pu Speaker, as per Order of the Central Government, Vairengte Oil Depot was closed for security reasons. Thus, we cannot make a stock as much as we desire.

Pu Speaker, to answer the question of the Hon'ble member Pu Rinthanga, Food Security Act is estimated to cover 7,01,000 people; 40% from urban area and 60% from rural area. Therefore, Food Security Act is not much promising for us. According to the assessment of Food Security Act, one person will get 5 kgs at the rate of ₹3/-. Presently, the government supplies 8 kgs per head in rural areas which is less sufficient. If the central insisted on us for immediate implementation of Foods Security programme, we are now prepared with all the guidelines as well as identification for approval of central authority.

Regarding purchase of rice from local suppliers at a lower rate, we still continue the system as 30,000 quintals of rice being procured recently and more to come for the rate is lower. Tender has been floated under FCI for purchase of rice from Myanmar as well but the case is being held for retendering for the rate offered is higher than expected. We do not have any information in this regard as the State government has not been consulted.

SPEAKER : Pu T. Sangkunga.

Pu T. SANGKUNGA : Pu Speaker, I first of all would like to mention that the Hon'ble Minister of Food & Civil Supplies is quite active in his part as he is strong enough in resolving the existing problem of supply of foods. He truly deserves a credit.

As known to us all, purchase of rice is graded according to the quality. If so, whether purchase of rice from local suppliers have also been graded? Since the cost of procurement of rice from local suppliers is lower than FCI, I am afraid that grading has not been maintained to that effect. How is the department deal with this problem?

SPEAKER : Dr. K. Beichhua to ask.

Dr. K. BEICHHUA : Pu Speaker, as seen in the recent main headlines of our newspapers, the MJA has seized 150 quintals of rice from Kolasib. How much expenditure is incurred by the government for travelling between Burma and Kolasib?

SPEAKER : Let us invite the hon'ble Minister to reply.

PU JOHN ROTLUANGLIANA, MINISTER: Pu Speaker, to answer the question of Pu T. Sangkunga, the supply is supposed to be of Grade-A as specified in the tender.

Regarding rice being detained at Kolasib, we were on our way to inspect Bairabi Godown with 10 member's troupe comprising our drivers and PSOs only and we were quite less to eat up that much of rice. Meanwhile, some people have jokingly claimed as if our consumption. Anyhow, I opine this is insignificant for discussion in this House.

As of our tour to Myanmar, It was not included in our official tour though, which is up to Zokhawthar only. We visited Myanmar on our own expense as it concerned a private matter.

SPEAKER : I invite Er. Lalrinawma to ask Starred Question No. 131.

Er. LALRINAWMA : Pu Speaker, thank you. Will the hon'ble Minister for Taxation Department be pleased to state: - Is there a way to change the system of collection of Professional Tax from the Government Servants?

SPEAKER : Let us invite the Hon'ble Minister, Pu Lalsawta.

PU LALSAWTA, MINISTER: Pu Speaker, the answer is: - The government may change the system according to Sub-Rule (1) of Rule 5 of the Mizoram Professional Trades, Callings & Employments Taxation Rules, 1996 within the limitation of the Indian Constitution.

SPEAKER : Any one to ask Supplementary question?

Er. LALRINAWMA : Pu Speaker, my supplementary question is – As per Order published in 2011-2012, Professional tax should not exceed ₹2,500/-; it is therefore leveled at the same amount to all government servants. So, any Government Servant, whose total emolument not less than ₹15,000 has to pay ₹2,500/- of professional tax, whether he is peon or not. It means that Peon, Chowkidar and Head of the Department pay the same amount of tax. In business, we pay taxes according to our turn over; may the government revise the system by adjusting this wide gap?

SPEAKER : Pu T. Sangkunga raises his hand first.

Pu T. SANGKUNGA : Pu Speaker, thank you. This subject is often discussed among the government servants. According to the existing system, officers and Peons give the same amount; as government servants, it is not much appreciative. Is there a way to initiate a joint approach of the North-eastern states to the central authority so that the amount of Professional tax paid by the Central officers who are posted in the state is increased for collecting more taxes is the main objective of our state government?

SPEAKER : Next, Pu K. Sangthuama.

Pu K. SANGTHUAMA : Pu Speaker, thank you. I agree with those opinions on leveling or revising the system of Professional tax; we need to be more diligent in paying taxes. It is a fact that the bulk of our budget fund goes to the government servants' pay. Thus, we should collect more taxes from the government servants. Apart from Professional Tax, is there any proposal to collect more taxes from the government servants?

SPEAKER : We will now invite the Hon'ble Minister to give the answer.

Pu LALSAWTA, MINISTER: Pu Speaker, regarding revision of professional tax, we will look into the matter. However, we cannot make changes as it is fixed as per Article 276 of Professional Tax Trades and Calling. For a long period, the amount fixed for the same was ₹250 and was increased at ₹2,500/- in 1988. We cannot collect Income Tax as it is the purview of the Central yet, I appreciate the concern of our fellow members for collecting more taxes from the central government servants who are posted under the state government. It is not possible to change the amount as desired as central government servants, apart from Income Tax pays Professional also.

It must be noted that government servants are not the only source targeted for increasing collection of tax but also are businessman, professional singers, and even owners of locally consumed Tuibur industry. Suggestion has been made for made to exemption of Grade-IV employees from Professional Tax; however, the margin is set according to the basic pay of a government servant and so leveled at ₹2,500/-. The suggestion of Pu K. Sangthuama regarding sources of tax also is much welcomed. However, our officers know best our financial situation. As we cannot collect tax from their salary, it will be a direct tax; I hope that we could find a solution by having a meeting with their Association and Federation.

Suggestion regarding an introduction of a new system of tax also is much welcomed as we have been thinking about it. However, our past tradition causes a heavy burden to system. Besides, our tradition of compensation to a land which may be acquired for the government purpose brings us into bankruptcy and so should be stopped immediately. As practiced in other states, why not sell government property as private sellers do. In this way, we may be able to acquire huge amount of tax for the government. If we wish to develop our state like others, we need to accept whatever comes our ways with open mind, thank you.

SPEAKER : Next question, No.132 and Er. Lalrinawma will ask.

Er. LALRINAWMA : Pu Speaker, thank you. Will the hon'ble Minister for Taxation Department be pleased to state: – What is the number of shopkeepers who are holding non-tribal VAT Registration in Mizoram?

SPEAKER : The Hon'ble Minister, Pu Lalsawta to reply.

PU LALSAWTA, MINISTER: Pu Speaker, the answer is: – There are 162 shopkeepers in Mizoram who are holding non-tribal VAT Registration under VAT Act, 2001.

SPEAKER : Er. Rinawma may ask his Supplementary question.

Er. LALRINAWMA : Pu Speaker, Permanent Trade License and Temporary Trade License holders from the period of the District Council are allowed to obtain VAT Registration. This is based on his ILP for two years validity and the purpose of his stay in the business. Any holder of ILP, after applying Power of attorney may start his business with a total of 44 out of 53. Any holder having Power of Attorney may do registration in every way. Is there a way to do revision? What is his source for doing the registration?

SPEAKER : Let us invite the hon'ble Minister to reply.

PU LALSAWTA, MINISTER: Pu Speaker, it is always our wish that only mizos are running the business in our state. As such, Mizoram is the only State in the Northeast where the local traders dominates the business where as other Northeast States are assimilated by non-local traders such as Bengali and Maruari. Here in our State, we have some permanent Contractors and traders having trade license with 2 years ILP. In our current position, we have Trade License holders of non-mizos such as 143 Nos. of Work Contractors, 2 Nos. under Public Undertaking, 162 Nos. traders (dealers) totally 307 Nos. of non-mizos Trade License holders.

While this is the case, collecting taxes remains our main issued as it is repeatedly notified. We have a form of Personal Way Bill which is in great demand. Many privates as well as churches usually obtain building materials from outside at a lower price with the help of Personal Way Bill and by evading taxes in the Mizoram government. Such practice indicates our government loss large amount of money. In order to resolve the problem, amendment may be made so that the said materials are obtained only from local traders or dealers. However, in many cases, the cost of such materials from local traders is generally higher than non-mizo traders. So, in order to prevent loss of the government, we have to set a reasonable price in all items so that the rich and poor enjoy the same opportunity. Thank you.

SPEAKER : Question hour is over and should not be extended.

PU R. LALZIRLIANA, MINISTER: Pu Speaker, it will be much appreciated if you kindly give me time to make an important announcement which concern us all. Thank you.

Last night, around 11:36 midnight, there was an earthquake at 5.4 magnitudes; the epicentre is in 213 kms from Northeast Chittagong which is not far from Khawhai. Fortunately, no victim or damage of house is reported except minor cracks of some buildings which are not that harmful to human beings. Thank you.

SPEAKER : We appreciate the information. Today, seven members availed leave of absence namely: - Pu Lal Thanhawla, the Hon'ble Chief Minister, Pu Chalrosanga Ralte, Pu P.C. Lalthanliana, Hon'ble Minister, Pu Lalrinawma, Deputy Speaker, Pu Lalrinliana, Pu S. Laldingliana and Pu T.T. Zothansanga. Pu Lal Thanzara, Hon'ble Minister and Pu K.S. Thanga will join us in the afternoon as they have official business to attend before noon.

Now, we will take up Private Member's Resolution; I call upon Dr. K. Beichhua to move his Resolution "May the damaged connecting roads and bridges within Mizoram be repaired immediately".

Dr. K. BEICHHUA : Pu Speaker, I thank you for giving me times to move my resolution. I also thank my fellow members for giving me this opportunity and praise their zealous efforts for the services of Mizoram. I thank the House Leader, to you, Pu Speaker and to all the senior members for their valuable guidance. Last, but not least, I give extend my sincere wishes to you, Pu Speaker and pray that God will bless you with strength at you age. I invite all the members to give attention to my Resolution so that it is passed unanimously and without any reservation. Pu Speaker, internal connecting road we now have is as follows: -

- 1) National Highway 54 - Cachar to Aizawl, Serchhip, Lunglei, Tuipang of 850 kms.
- 2) National Highway 154 - Bairabi, Bilkhawthlir, Kolasib and Aizawl of 180 kms.
- 3) National Highway 150 - Aizawl, Seling, tipaimukh, Churachanpur of 700 kms.
- 4) National Highway 44 A - Sairang, Mamit, Phura of 230 kms.

Apart from these, we also have a State Highway such as Champhai to N. Vanlaiphai, Lunglei to Thenzawl, Keitum to N.Vanlaiphai, Tlabung to Borapansuri, Kawlchaw to tongkolong, Aizawl to Mamit, Mamit to Vanhmun, W. Phaileng to Marpara, Kawnpui to Hortoki, Saitual, Phullen to Suangpuilawn, Khawzawl and Sinzawl to Thanlawn and kawlkulh, Ngopa and Mimbung. We also have District Roads, Town Roads, Village Roads and number of under unclassified roads. Within Mizoram, there are many bridges which are constructed, under construction and to be constructed. So, we need good connecting roads for development.

This ministry or the upcoming ministry of whatever party, our objective is the same which happened to be of development Mizoram in every direction. The government always has a major project to be fulfilled and to accomplish such projects, quality connecting roads is a must. While this is the case, our connecting roads and bridges are in poor condition and become unsafe for travelers. In the same manner, our National Highways are intensive. If we travel from Vairengte to Tuipang, the road condition is so poor that every parts of our body become stiff and sore. As this is the case, Pu Speaker, I move my resolution, "May the damaged connecting roads and bridges within Mizoram be repaired immediately" and at the same time, I urge the Hon'ble members to support this resolution which concern development of our state. Thank you.

SPEAKER : We will now have a discussion. 10 minutes is allotted to each member; warning bell will be given in 5 minutes. Now, let us start the discussion and invite Pu R. Romawia, the Hon'ble Minister to start the discussion.

PU R. ROMAWIA, MINISTER: Pu Speaker, it is a fact that road communication in a developed country are excellent and well kept. However, we should know that it takes time to develop quality road. I have learned the situation from my tour to Switzerland and Italy.

Since the time of our ancestors, having a good connecting road becomes a big factor for our development. The first vehicle in Mizoram entered Aizawl in 1953 thanks to road manually constructed by the Tea Estate workers. Then, in order to reach Lunglei, a donation was collected and road was constructed by using just hoes and spade. This indicates our passionate for having road connectivity throughout our state.

Now, we have National Highways with a prospect of having more and more with times. The concerned department too has put many efforts to achieve road connectivity throughout the state and search for funds in and out of the country. Once we have road connectivity, we are able travel anywhere as our world becomes smaller and smaller with times. With the prospect of improving communication, we even have in mind to build railway communication in our state starting from Sairang, from Sairang to Lawngtlai and onwards. The idea includes construction of inland waterways and even airways as the treasure of the land lies in the immovable not in the moveable. As such, all our connecting roads, our cultivations and our airport will become the treasure of our state.

Considering our statehood which is barely 30 years now, we have made quite an improvement comparing ours with the neighboring states Meghalaya and Assam where there are numbers of unconnected rural areas; even Nagaland could not achieve a new diversion of road from Dimapur to Manipur via Kohima. Our fellow mizos in Burma are amazes on our achievement in road connectivity. At the same time, it is important for us to look after our roads with care; destruction by the natural calamity may not be evasive but we can preserve our roads if we care enough. The people of Lengpui are worth mentioning for taking care of their surrounding roads; if we take this example, we are able succeed in having a good roads.

This Resolution is quite smooth and attractive in appearance but the objective happened to be of our common concern and therefore should be taken as our homework without necessarily laid on the table of the House. Thank you.

SPEAKER : Before we proceed, let me announce that Pu R. Lalzirliana will take the charge of the Leader of the House during the absence of the Hon'ble Chief Minister. Now, let us invite Pu John Rotluangliana.

PU JOHN ROTLUANGLIANA, MINISTER: Pu Speaker, thank you. This Private Member Resolution from Dr. K. Beichhua appears to be a good one. In compliment, I would like to state

that Mizoram is developing at a fast pace thanks to the effort of our leaders. Back in 2003, when I was contested for the first time from Mamit constituency, the condition of road was miserable as travelling was not progressive. As of today, we have good connecting roads as even Lengpui seems to be of the same township for we are able to travel to and fro easily. Pu Speaker, only a couple of years have passed since our roads and bridges were constructed but we have this resolution that indicates the need for the repair and reconstruction. It seems that we are not satisfied despite our achievement in road communication and our projects for the upcoming two lane and four lane roads. As of bridges, we were satisfied with iron post bridges in the past but now we are provided with advanced materials such as RCC Bridges thanks to the effort made by the government.

On the other hand, it should be noted that our State is not a developed state as yet, but a developing state. So, all these wishes will come in time as the government works to reach that goal. Despite one of the youngest states in the country, Mizoram happened to be the most advanced state due to the efforts of our past leaders. Due to insurgency for 2 decades, development works in Mizoram started only from 1986 and we are fortunate to be one of the most advanced states compare to our neighboring states. Since we are in a transitional period, we need time for development and reconstruction of roads and bridges. Our roads and bridges may seem poor at present but will be improved when the time comes. In the same manner, remarkable achievement is seen in rural connectivity thanks to the effort of the government as few remain will soon be linked when the time come. For this reason, the people of my constituency are not intend to make any complain for poor condition of Mamit road as their turns will come sooner or later.

So, Pu Speaker, the content of this resolution, though quite impressive, improvement of most of the roads and bridges are in the process. I, therefore opine that it is unnecessary for the House to vote for this Resolution. Thank you.

PU ZODINTLUANGA, MINISTER: Pu Speaker, the Hon'ble member Dr. K. Beichhua should have moved a resolution that "The connecting roads and bridges constructed by the government for the purpose of the people of Mizoram should be praised" and then I may give my relentless support. Pu Speaker, it is unbelievable that the MNF Legislature Party members concern for construction of connecting roads and bridges in Mizoram where as all the roads and bridges constructed in Mizoram are done during the Congress ministry. The MNF ministry, during their 10 years tenure neglected to do so and could not be done in time.

I hope that the owner of this resolution who also is a member from Saiha constituency remember who built the bridge near Saiha. It is the Congress ministry and only the Congress Party is the one interested in having a manifesto that concern building of bridges. The people have faith in us and to show that we are able, we make DPR and negotiate the Central to sanction fund for the construction; we now have that sanction as the work is in progress in the western belt with construction of pavements where as World Bank has signed an agreement with Aizawl Club recently. This ministry, within its limited time floats a tender for construction of

Chhungkhum to Chawngte road and Champhai to Zokhawthar on which the members give utmost important. We received fund for construction of this road from World Bank as it concern border trade. My constituency, which is rugged and steepy will have approach road from Rawpuichhip to Buarpui, Buarpui to Thenhlum, Phairuankai and then to Lunglei to link with Tlabung National Highway. My constituency is of the poorest in roads and bridges; however, the Congress ministry paves a way for construction of roads. If the other ministry within its tenure give enough important, it would still be in a good condition. However, it had been neglected during the ministry of MNF but the Congress party, as soon as it came into power in 2008 continued the uncompleted work by allocating additional fund for the construction. For all that reasons, I cannot give my support to pass this Resolution.

PU K. LALRINTHANGA : Pu Speaker, I should refer the wording 'damage' in the Resolution as 'improving'. As the Congress party come into power in 2008, I visited Serlui and Tuirial area as the Student Union there approached me for construction of Serkhan to Bagha road. It appears that the fund for construction of this road amounting to ₹600 lakh was lost and they requested me to help them resolving the problem. The concerned department PWD received the fund but only a small portion of work was done and expenditure for the remaining was unknown. As time passes, the PWD surveyed Serkhan to Bagha road as tender was floated for the construction; As the work is in progress, we have a problem with compensation as pointed out by the House Leader and that the amount involved was too much and the work could not be carried on.

Before construction of the said connecting road is initiated, I took a video of the road which was once covered with full of reeds on both sides. Now, the road has been paved which will be completed shortly. Is it necessary to give more pressures while it is soon to be completed?

Another point I want to make is why our roads are in poor condition. The former Chief Minister during 1998 - 2008 requested the Central government to put construction of the Nation Highway of Mizoram under the charge of PWD. As we came into power, our leaders negotiated not to put the NH under PWD as the charge will be too heavy for the department alone. However, the Central, obliging the request of the former Chief Minister put the NH under PWD despite our protest. Now, construction of the NH remains under PWD. However, the work could not be supervised efficiently for it does not bring any extra staff or fund for the maintenance. For that reason, it is wrong to expect the department to excel in the work or urge to improve the work as PWD is under-staff and lack fund. This ultimately led to poor condition of our roads.

Being a PAC member, we often make a spot visit to works taken up under PWD and our findings for the reason of some incomplete works is that such tenders were applied without the knowledge of the physical feature of the selected lands. May contractors from outside Mizoram who blindly applied for such work at lower percentage were being allotted the work but felt dejected after seeing the allotted area on the spot as many have withdrawn from the work. As a result, most of the construction works were completed with poor quality. Even after PWD has

undertaken such works, the system could not be improved due to lack of funds and escalation of price of the materials. One thing is that in 2008, road metal work was carried out at Bagha and Kolasib, Kolasib and Kawnpui and Bilkhawthlir and Kolasib; no pressure was put on the workers and it was done at their own pace. As the work was completed, it becomes one of the best roads in Mizoram. But the work which had been carried out under intensive pressure from NOGs such as road metal work of Kolasib to Kawnpui turned out to be of a poor quality which may not last even one season. In fact, pressurizing the workers is not a smart move. Thus, I request the mover of this Resolution not to expect his resolution to pass in the House for it will be more appreciative if the work is done without pressure. Thank you.

SPEAKER : Let us invite Pu Lalsawta, the Hon'ble minister.

PU LALSAWTA, MINISTER: Pu Speaker, I have a few words to say in regard to this resolution. First, most of the members from the Congress party who are sitting on the right side are not of great orator; they hardly are able to express what is in mind; they have no confidence to participate in the debate with other party members as they cannot speak out even the good things they have done. This nature might have been an advantage to the opposition members for labeling us as negligent with development of our roads. If Dr. K. Beichhua is willing to withdraw his Resolution, he may do so as the next resolution we have to discuss is quite interesting which I would like to debate over in this House.

As mentioned by the Revenue Minister, most of our roads before the advent of the British and Indians were merely a track. Those people also mainly travel by means of horses for no road for vehicle was available at that time. To have a good road communication, Pu Speaker, it needs times as Europeans and Americans too have advanced roads with passes of time; they worked hard enough to achieve a good road. In the context of Mizoram, we are now able to travel with vehicle to such roads which were once traveled with horses by the British etc. While other states have their roads since long time back, we have developed our own since 1900 only.

Pu Speaker, I am afraid that this Resolution may have a negative effect on the concerned department but it is norms of the Opposition party to speak ill of the performance of the Ruling party and we have to accept this. Those members who speak ill of the Ruling Party know so well that the condition of our roads is not that bad for they travel a lot to their constituency respectively. As such is the case, it would be appreciated if the mover withdraws his resolution so that we can go to the next resolution, Pu Speaker.

PU VANLALZAWMA : Pu Speaker, it is regretted as members on your right misinterpreted the Resolution of Dr. K. Beichhua; the nature of our discussion is deviated from the objective. We all know too well that the condition of our National Highway is not good as the two Ministers have further confirmed that the same problem has also been faced within their constituency respectively. As that is the case, we need to make some progress. The intention is that the House will pass this Resolution and measure is taken to expedite the work.

The mizos, being a tribe who counts the important of roads, we all concern for good roads; everyone wish road connectivity to his village. Recently the Estimate Committee made a spot visit to Kaladan Multimodal Project in Lawngtlai District. We went as far as the border and it seems the highway road is in process. I mention this because this road is going to be an important highway for the country and for our state in the near future. If we put enough pressure, I believe it will be completed soon. I asked the PWD official if the DC and leaders of concerned Autonomous Council attended the work but they are not. If we witness the progress of work regularly and show our interest to such project, it may boost up concerned workers and I believe the work may be expedited without much pressure.

It must be noted that this Resolution emerges for wants of good and quality roads. Demonstration was held in S. Vanlaiphai and Sangau demanding the government for construction of bridge in their area. They know how important a bridge is for them and use this demonstration to power up the government. This Resolution should also be taken in that manner; let us not take this in a negative way but in the stead, pass it so that we may work together in its implementation. Pu Speaker, thank you.

SPEAKER : Pu K. Sangthuama.

PU K. SANGTHUAMA : Pu Speaker, as pointed out by the member before me, this resolution is not move to humiliate the government, it comes out of zealousness. Today, I thought that our main point should be of reconstruction of damage roads and bridges. We compare our roads with some developed countries; we are not going to achieve that kind of roads in our lifetime. However, what we can do is to reconstruct and repair our existing roads in order to have a smooth travelling.

We all know that the condition of our roads as a whole is not good. Therefore, our objective should be of how to upgrade the existing roads. It is pointed out that the previous Chief Minister, in 1998 made an appeal to the Central to handover NH to the State PWD. That is wrong information and I want to rectify that. The idea is of the Central as the BRTF could not afford to maintain the work. The Central had therefore in mind that all NH should go to the State PWD excluding Arunachal as it is in the border area. In fact, there was no such approach from our government as claimed by the member and it is good for the House to know the truth.

There are many reasons to be thankful to the government as all sorts of steps have been taken to develop our state. Anything is based on practicality but not on the theory. Many claim that the 20 years of insurgency in Mizoram as an impediment for the growth of development in Mizoram. However, I contradict the opinion as the 20 years of insurgency in Mizoram was a stepping stone for our development. Unless that insurgency, I may not live today as many others here; many of us might not have chance to become an MLA including our Hon'ble Speaker. Therefore, the underground period open door for development in Mizoram.

During my stay in Saiha in 1974, we have to travel many places by foot. I built the hospital in 1974 and during that time, all building materials had been collected and carried on back or shoulder. In 1967, the Central Government felt the need to construct road from Seling to Champhai due to insurgency; the work was then completed within 2 years. Before that, it took much time and efforts to travel to Champhai though it was the only jeepable road. This indicates development is going forward; we do not condemn this government for best effort has been given to construct many roads and so by the former government. Today, we have many good roads within our state; during the MNF ministry as well, 2000 kms of road was paved under PMGSY. Today, the government does the same as well. However, the objective of this resolution is to urge the government so that more interest is given towards repairing and construction of roads. We must know that it is not meant to disgrace the government but to urge so that more interests is given roads communication.

The Hon'ble Minister has just mentioned about Airport road; it is appreciated as the route follows the most curtail way. Likewise, the road to Durtlang was widened during the previous ministry. However, it is now time to repair such roads and let us work together in this regard which I think it is intention of the mover also. Let us not take this resolution in a negative way for it is not our intention.

Regarding our bridges, it is true that most of them are unsafe as they become old. Therefore, we have to consider the case so that they are immediately repaired; if possible, it may be done with RCC structure. There are number of bridges in Champhai area which are under construction and some are completed. In the surrounding area of Darlawn, we also have an important bridge but I do not know the exact condition except that it is the connecting bridge for transportation of foods supply for the area. It will be much appreciated if attention is given to that respect as well.

Today, the Ruling members should know that this Resolution does not mean to condemn the government but in the stead, it is an appeal for improvement of roads and bridges. I, therefore find no reason why passing of this resolution should ruin the reputation of this government.

Pu Speaker, to add a few points, there are number of roads within the city which are in poor condition throughout the year as if permanent; one of them is Church Street road of Electric Veng. It would be appreciated if it is repaired within this dry season. Apart from this, Pu Speaker, my constituency is lagged behind all sorts of development.

There are problems often in the western side. Tlawng Bridge has been collapsed recently. It will be great if it could be reconstructed before Christmas. There is a bridge in Bairabi road in which the construction work had been done to some extents; however, it is not continued till date which creates many difficulties.

SPEAKER : Your time is up but you may finish your speech.

PU K. SANGTHUAMA : I am not merely blaming the government about the poor conditions of roads and bridges today. I also think that there will be no harm for the government for passing this resolution. The government will also try harder wherever possible to have better roads and bridges.

Further, I would also like to mention that the road of Church Street at Electric Veng also is very bad throughout the year. It is only about 200-300 metres. We will be very grateful if it could be repaired during this winter. My constituency is a little backward than others of Aizawl district. We have many problems regarding roads. Ramrikawn – PTC Road has to be improved. The monsoon will come and many problems will emerge. The landslide at Rangvamual is also within my area. We have to clear this road before monsoon arrived to prevent more problems. Talking about Ramrikawn to Sakawrtuichhun, Sakawrtuichhun to PTC road, black topping may be difficult, however even a little renovation will help so that it can be used even by car while the main road is blocked. Thank you, Speaker Sir.

SPEAKER : Only one minute left for 1:00 PM. We will take a break and discussion will be resumed at 2:00 PM.

2:00 PM

SPEAKER : We will continue discussion on our resolution. Seven members had spoken in the forenoon discussion. Let us call Pu Ngurdingliana as the eighth member to speak in this regard.

Dr. NGURDINGLIANA : Thank you, Speaker Sir. I am very fond of driving and I therefore almost travelled throughout Mizoram. What I observed there is that though there are some places that are not good, it was always repaired. As the hon'ble transport Minister had stated, we need to remember that we are a developing state and not a developed state. In my constituency, Phullen-NE Tlangnuam Road has been constructed with ₹50,000 lakh by two companies; Tualbung, Buhban and Lungpher will be our next step. I hope that in the next four years, all the roads in my constituency will be black topped. We have seen a huge improvement with regard to road communication. I also want to state that there is a proposal for Suangpuillawn to Zawngin also by the PWD.

Thus, I could not accept this resolution of Pu K. Beichhua as it is, because I am grateful with my experience. However, I could accept it if some of the wordings is edited. I also found that Kolasib Road is not that bad during Select Committee tour. There will be places where the roads are good and some other where it is bad. The monsoon is just over and therefore, it is obvious that there will be places where the road is not good. In spite of that, I am very glad with the work of the authority within my constituency. Thank you.

PU LALTHANLIANA : Thank you, Speaker, Sir. Different parties formed the Ministry in the past; it is obvious that there are many developments in all spheres. It is also the responsibility of the government to bring about development in the state and there is nothing much to be proud for doing our duty.

Regarding the present condition of road also, the government made an immense effort as stated in the budget speech. Meanwhile, it seems that the resolution is just trying to improve the pace of development rather than saying that there is no development. I think that some of the members take it too personal. I think it will be better to pass this resolution as it is for the state.

It seems that our MLAs are satisfied with the present conditions of their constituencies. I have a question whether Lawngtlai sides are satisfied or not regarding their road conditions. Further, are we satisfied with the present conditions of our internal road? When something is damaged, it means that it had been good at some point and now it is not that good at the moment. Therefore, if we pass this resolution, it will improve the pace of construction work even if there is an ongoing works in this regard.

Officers from PWD are also sitting here today, I hope this resolution will be passed in order to make them aware that we are concern about this problem as so the people to the subject. We are not saying today that the government is not taking any steps to improve roads, we are all aware that many steps were taken to which we are very grateful. This resolution is just aiming to improve the present effort and development works so that it may be done more efficiently. Therefore, I hope that this resolution may be passed and I am supporting it. Thank you.

SPEAKER : Pu John Siamkunga.

PU JOHN SIAMKUNGA : Thank you Speaker, Sir. The wording here in Dr. K. Beichhua's Resolution which states "very bad" seems inappropriate. If it is very bad, it may be offensive for the government. As there is a resolution which signifies that something very bad had happened, we need to discuss whether it is correct or not.

We are all aware that funds are needed to have good roads for which the government tried very hard. We take steps to include POL and entry tax in Mizoram Road Fund. Only 3.69% of GDP is occupied by India's road transport. India is also increasing its fund allocation to improve road communication. The Government had already kept ₹53,706 crore for road construction within 7 states of North East during 2014-2015 under road project. Therefore, it seems that this resolution is not needed.

Roads in other states are also not that good. The total length of roads within Mizoram is 7,548 kms. From the records, it appears that 5,870 kms is under PWD. Borders roads are to be given to BRO. However, they did not carry their work as quickly as we expected. It is said that they are trying to construct a better roads which could also be used in defense matters also and some works had also been started.

There are many roads in Mizoram which passes in North-South direction. To cut short different route, roads are to be constructed in East west direction also. It seems that the mover of this resolution mainly focus on pavements. The contractors of these pavements are also Mizos; we need to do our construction work as if it is our own. In pavement works, we need to do Granular Sub-Base (GSB) and Water Bond Macadam (WBM). During the process of work, many dishonest contractors left their works which cause damage to roads a lot. The Department is also takes steps to stop this kind of problems.

Regarding bridges, we have 38 bridges at the moment, if I am not mistaken. There are many bridges which are in good condition. Meanwhile, it will not be appropriate to consider all of the bridges as 'very bad' as a whole. There may be some bridges which are old, but still there are many more which are in a good condition. The Darzokai Bridge is under BRTF. The government does not owe its construction. However, in view of the needs of the people, Government of Mizoram availed fund from NLCPR; the bridge was then constructed spending ₹2.66 crore. The Government also contributed ₹50 lakh and the work is almost completed. The allegation in the recent newspapers claiming that the fund for construction of Hnahthial to Thingsai road was diverted; which is incorrect. There is no such diversion; in fact, we are just borrowing money from Pu Tluangtea so that Darzokai Bridge could be finish soon. It is not a diversion.

Speaker, Sir, as already mentioned, we need funds to have good roads. For instance, Virginia State kept 40% of their budget for road construction. The condition of roads is also poor in many places in India also. The same is here in Mizoram, there are places where it is good and some places where it is bad. Therefore, I found it difficult to support this resolution.

Lastly, I want to express my opinion that insurgency in Mizoram has many ill effects till date. If not it happened, we will be more mature and sincere towards our religious teachings, which will in turn affect the construction works in our state. We will have higher moral standards which will leads to development in many fields. Therefore, regarding today's resolution, there is nothing 'very bad' in the present situation; steps were also taken to bring about improvements where needed and I want to mention that it will be seen very soon. Thank you.

SPEAKER : Pu H. Zothangliana.

PU H. ZOTHANGLIANA : Thank you, Speaker, Sir. I am glad that we are having discussions on private resolution from the Hon'ble MLA from Saiha, Dr. K. Beichhua. I hope that it will have a big impact in the future whether it is passed or not.

I want to talk about Kolodyne Multi Modal Transit Transport Project Road first. There are rumours that the claimed compensation area is wider than the whole of Mizoram; this is not correct and I really feel sorry for that. It seems that this has been emerged from Anti Corruption Bureau. I do not think that they will deliberately make a mistake; however, mistake may be made

in conversion between acre, hectare, bigha, square fit, square metre, square kilometer, etc. The number of claimant of compensation is 1024 which is much lesser than at Tuirial in the past while the area is much bigger.

It is within Lai Autonomous District Council, and in their practice, bigger than 5 hectare of land is not given to a person if it is not a special case. Even assuming that biggest possible area of 5 hectares were given to all these 1024 claimants, it will only cover an area of 5120 hectares which is equals to 5120 square kilometers. Authorities of Lai Autonomous District Council also had already filed complaint regarding this issues which make the people appear as dishonest and unfair.

I would also like to support the opinion of Pu John-a; Hnahthial to Sangau road is under BRO and if road needs to be constructed or mar boat needs to be repaired; it is the responsibility of BRO. However our leaders especially our House Leader today, seeing the problems and needs of the people, reported the needs to the central government. Though this road is very important, it does not receive importance as it is till the congress government is formed. We also know that the opposition V/C in that area are organizing total band in this regard. However there are many others who are grateful for the efforts of the government.

I feel that the construction of bridge over Chhimtuipui at Thingfal-Mamte-Lungtian Road is very important not only for my constituency but also for other areas; however, no proposal for this is still here. We have constructed a very good road spending crores of money. However, it cannot be useful if there is no bridge here, or at least mar boat is kept. I wish that this bridge is constructed.

I agree with Pu K. Sangthuama's opinion that insurgency in Mizoram has many positive effects. However, I also opined that the negative effects are much more than the positive ones.

Roads at Lawngtlai West are also constructed by PWD in spite of financial difficulties. A good plan was made in the previously mentioned Mizoram Road Fund. The entry tax which is to be collected by Taxation Department and Parking Fees collected were also proposed to kept in road fund. Therefore, this private resolution, though it is moved with a desire for the better, I think that we can consider our discussion as enough as the government is already trying its level best in its regard. Thank you.

SPEAKER : Pu Lalrinawma.

Er. LALRINAWMA : Thank you, Speaker, Sir. I think that this resolution is the real need of our situation. I think that the members at your right are also agreed to the resolution but they are just concerning about the word, 'very bad'. Being an MLA, I travel a lot nowadays and from what I have seen, I think that the MLAs from the South will be very pleased with this resolution, though they may not express it. Also, other MLAs will support this resolution in their mind.

As our leader termed it as Economic Backbone, our party is very much concern about good roads. During we are in the ministry, many works were done under PMGSY as step has been taken upto phase 7, but we are removed from the ministry before completion; the next ministry however continued the work. It seems that they were just hurt by the wording which stated that it is very bad. I think that this only signifies that the roads are bad because the repairing work is too slow. This resolution is very important in order to make the repairing works faster than today.

Many of the problems are due incompleteness of project work during the time frame. As stated by MLA from Tuipui South, Offices and Schools were closed today within his constituency; all these problems are caused by incompleteness of project in time. Are we not going to find the cause of such incompleteness? Are we going to accept as it is?

I am a member of Aizawl District level Vigilance and monitoring Committee and in its report, in respect of Aizawl district, there are three projects under Phullen RD Block which are not completed in time, three under Darlawn RD Block and four projects under Thingsulthliah RD Block and one under Tlangnuam RD Block; that is only within Aizawl District.

That is exactly why we need to expedite the work. Ten projects within Aizawl District are started in 2008 - 2009 and one project is started during 2007 - 2008 which is formation cutting at Thingsulthliah. We all are aware that when we have spot visit to some project as an Assembly Committee, the main causes are incompleteness of works and problems arises from that. Therefore, it is clear that this resolution is very important.

We can see the importance of good roads from the construction of PMGSY roads. After its construction, the farmers who could not sell their production before could start to sell. Hon'ble MLA from Tuivawl Pu R.L. Pianmawia also said that they have an income of more than ₹100 lakh from ginger in their constituency; that is, in reality, the result of good roads. In order to raise our GSDP and utilization of our resources, we need to speed up the work for slow pace of work on the other hand, causes excess expenditure of money.

I have received a phone call from my constituency stating that even Lungpho could not be visited by Maxi Cab as there are too many potholes. Harvesting season for ginger will approach soon; there will be big problems in its transportation. Then why don't we want faster work? Therefore, this resolution is for the development of our state, for the prevention of excess expenditure due to incompleteness of work. I beg my fellow MLAs to support this resolution while I do support it. Thank you.

SPEAKER : Lt. Col. Z.S. Zuala.

Lt. Col. Z.S. ZUALA: Thank you, Mr. Speaker, Sir. It is my opinion that the wording of today's resolution is a little incorrect. Pu Romawia, our ex-minister and I are of the older

generation. In 1956, I travelled to Khuangleng; it takes 7 days by foot from Aizawl. Recently, I visited Khuangleng again and it takes 8 hours only. This signifies that there are improvements and developments.

The hills are spreading from North to South as the rivers are also flowing in the same direction. This also affected the way roads are constructed. For example, people from beyond Tuichang are different from those of Aizawl. People living beyond Tuipui are also different. Likewise, there are geographical differences. Also, there are communication gap between different places. For example, people from Seling side were not much communicating with those who live in Sateek or Sialsuk side. Tuirial Bridge at Muallungthu to Baktawng is constructed to bring better communication of the people. This creates an important link between the east and west with a very shorter distance.

PWD is now maintaining 4884 kms of road with very limited money of around 76 paise per kilometer at the moment. Keeping in view of that, we can say that the conditions of our roads are good today. We do not have proper resources for maintenance of roads. Mizoram Road Fund Board is also established to generate income for maintenance of roads. The security deposits of contractors when they could not completed the work and parking fees are proposed for road maintenance as stated before. 33 National Highway Projects were maintained in which financing was done as follows: Five projects are financed by NEC, four projects by NLCPR, two projects by NABARD, two projects by World Bank and one project by Asian Development bank. Further, there are 44 projects under PMGSY. There are also 17 bridges under Highway and 21 under PMGSY. PWD maintains it very well especially the bridges. New bridges at Tut, Tuirial, Tuirini and Tuipui are very good. I think that the mover of this resolution would like to withdraw his resolution if he had done more research.

Regarding development caused by insurgency, the number of army personnel is drastically declined due to insurgency. During that period, no one can join the army and recruitment rally also could not be held. We are just recovering now under peaceful situation.

I appreciated the efforts of the mover of this resolution. There are many works which are still going on at the part of PWD and concerned minister and I consider passing this kind of resolution at this point is inappropriate. Therefore, I could not support this resolution if it is not amended as I suggested.

PU K.S. THANGA : Thank you, Speaker Sir. I am thinking about what could be the gist of this resolution. In the beginning of this session, the Opposition Group leader expresses his view that the roads are very good now and proposed for construction of toll gates and collection of taxes. Now, another member from the opposition party moves a resolution for bad roads. This clearly means that members from the same party are contradicting each other. It is an image of no integrity among them.

I might have been the one who travelled the most within the past ten years when we were in the opposition; there were many roads where driving was difficult. However, if we go again there, there is nothing much like that even in monsoon, even if we go to Farkawn. A number of bridges are also constructed in Champhai Road also and most of them are completed. Such being the case, I do not understand their idea of how it will be improved. There are 23 villages in my constituency before and it is now increased to 26 villages. In that area, most of the only the road to Muallungthu was black-topped. However, all of the roads in my constituency are now black topped within five financial years.

Likewise, there are many developments under this government. It is obvious that there may be shortcomings in some areas. However, our condition today is very good at this moment taking as a whole. I had visited all of North East and visited many states in India; I found that the condition of Mizoram is very good in comparison; I think that the people must also grateful in this regard. Therefore, as already said by my fellow MLA, we are now having many good roads and bridges today, so I cannot support this resolution. Thank you, Speaker Sir.

SPEAKER : Pu Lalrobiaka.

PU LALROBIKA : Thank you, Speaker Sir. The discussions on today's resolution are quite interesting. I have been sitting in this House since the previous term; we, the Congress legislature party often agreed to pass a private resolution in the past if it is good for the state. However, the wordings of this resolution seem to be allegation against the government. Before this ministry was formed in 2008, there was no road construction work in my constituency other than construction of Phaileng-Marpara road in 1982 by BRTF; the people were worried a lot. However, with the efforts of this ministry, 80 kms of road is now under construction spending ₹43 crores. We are also very glad that contractors have already been selected for the construction of 37 kms of road from Aizawl-Reiek-West Lungdar with an estimate of ₹11.56 crore; Lungphun-Kanghmun Road has already been constructed before this. Likewise, for Tuahzawl-Kanghmun-Lawngtlai road, verification and survey is under process.

Speaker Sir, there is so much development and improvement in infrastructure under this government. There is nothing which this government is not doing. All of the infrastructures and valuable assets which need repair and renovation now are also done by the previous Congress ministry. We can clearly see that there is a great development under this government in rural areas as well as urban areas.

There are many villages which had been linked by PMGSY road. With your permission, Speaker Sir, I would like to read out such villages: -

- | | | |
|------------------|-----------------|-------------------|
| 1) Chhingchhip | 2) Hualtu | 3) Phullen |
| 4) Phuaijuang | 5) Khawlian | 6) Zohmun |
| 7) Tinghmun | 8) Khamrang | 9) Mualkhang |
| 10) Changte | 11) Hmunlai | 12) Ngengpuitlang |
| 13) Kawrthindeng | 14) Chawngtetui | 15) Mualbu, |

16) Diltlang	17) Changtelui	18) Dilubak
19) Vanlaiphai 'S'	20) Muallianpui	21) Thenzawl
22) Zote	23) Mauzam	24) Puankhai
25) Tawipui 'N'	26) Mualcheng 'S'	27) Thingfal
28) Mamte	29) West Phaileng	30) Damparengpui
31) Zawlnuam	32) Zawlpui Rd.	33) Lengpui
34) Hmunpui	35) Niawhtlang	36) Chahkhlang
37) Serkawr	38) Tuipang	39) Rawlbuk
40) Lungtian	41) Theirit	42) Tuisih
43) Chhingchhip	44) Hmuntha	45) Thentlang
46) East Lungdar	47) Sailulak	48) Serzawl
49) Zohmun	50) Palsang	51) Mauchar
52) Sakawrdai	53) Khuangleng	54) Bungzung
55) Lianpui	56) Puilo	57) Chhawrtui
58) Rullam	59) Haulawng	60) Bualpui
61) Tawngkawlawng	62) Lawngmasu	63) Niawhtlang
64) Siachangkawn	65) Vawmbuk	66) Kawlchaw
67) Bunghmun	68) Mualthuam	69) Thaidawr.

There are other works which are carried out under NABARD, World Bank, Development Bank and from State plan. There are so many construction works going on. Therefore, I found that passing of this resolution today would not be appropriate and I cannot support this resolution. Thank you.

SPEAKER : Pu Nihar Kanti.

PU NIHAR KANTI CHAKMA: Thank you, Speaker, Sir. While I was a child, my father told me that they used to travel from Tlabung to Aizawl by foot. Comparing from those times, the present condition is by far, much better. Lunglei road is the lifeline for the people of Tlabung and during the previous Congress ministry, this road was under BRTF and there is no complaint about it. As we all know, it was taken by PWD in the last ministry and the maintenance became very poor. After my party came back to power in 2008, we again started getting fund for re-planning; it is not correct to say it as very bad.

On behalf of the people of Tlabung, I have to mention that we are unfortunate that while World Bank is about to start the work; it has been taken as highway and the work could not be started. Development is a continuous process. During my visit to China, I wish that our roads to be like theirs. But when I return, I realized that development could not be achieved fully within a short period of time and Mizoram and China could not be compared. Development could not be achieved in a day; it takes a long time to achieve what we dreamt of.

PU HMINGDAILOVA KHIANGTE: Thank you, Speaker Sir. While I was studying Class IX, we could reach Khawbel by foot but was quite exhausting. Now we can easily reach Saiha in just a day which indicates that the roads are maintained properly by PWD. We went to Manipur

for operation; we could travel only 8 kms within 6 hours; that is the case in Manipur. I visited many places in Imphal; their roads are very bad at some places. It is incomparable to Aizawl. Last year, Commandant of the Assam Regiment Centre, Shillong came by road; he said that the Mizoram is a pleasant area.

In 2008, road construction works were taken over from a renowned working agency BRTF by PWD; as a consequence, many problems arose; however, such problems vanished now. It is clear that despite the works of PWD equipped with lesser staff, are quite satisfactory. Besides, it often takes time to finish a work. Serkhan-Bagha road construction work has also been delayed due to compensation issues. Construction of Hortoki Road with estimate amount of ₹200 crores with earmark of ₹3.5 crores was delayed for a long time. However, it is about to be started; Khamrang-Mualkhang road will also be completed by May. Khamrang to Buichali road is constructed by PWD as well; it takes time and money to repair all the roads; we rely on central government. Besides, when tender for construction work is floated, larger companies from other states submitted their bid without knowing the terrain. When they came to the spot, they were intimidated. That is why the works were often delayed.

That is also the case in bridges. Investigation alone also takes time; it could not be completed anytime we want. PWD had their problems, they face financial problems also. Other than that, it is obvious that PWD had done a good job; they have given great efforts for the state. Therefore, I could not support this Resolution.

PU LALRUATKIMA : Thank you, Speaker Sir. I am glad today that our Hon'ble MLA is concerned about the entire Mizoram from his constituency Saiha; I appreciate his dedication for the state. I think that the reality behind this Resolution is that YMA and other NGOs are doing repairing works of our roads voluntarily whereas that the government functions just like a wheel barrow that need to be pushed to make it move. The road density in National Level, as seen in Economic Survey of 2013-2014 is 96.57 km/100 sq. km (Approx) while it is 37.03 km/100 sq. km (Approx). It indicates that we need to try harder and we also will.

The construction work of NH 44 in the west has been undertaken by Gayatri Company; however, they ceased to work for a long time now. This resolution is to urge them continue the work. If not, they will make revise estimate which will create many excess in estimate. If the work is not done in this working season, it will create many problems for those who are coming for Christmas shopping. Repairing work which we are now taking up is the most important one.

The length and breadth of our roads in Mizoram are quite limited as of Kolasib - Bilkhawthlir, Kawnpui - Kolasib, Kanhmun in the West and Sialkal in the East. It will be wrong to say that our road condition as a whole is good just because it is good in one particular constituency. I have asked the condition of roads in my constituency; I do not know whether it is satisfactory. In my constituency, nothing has been done as to whether resurfacing or another work in some areas of Maubawk and New Luangmual (MHNL). Meanwhile, many works were done in the neighbouring constituency which is of PWD Minister. I request that this road may also be constructed during this working season before the monsoon.

Besides, Speaker Sir, we all are aware that Tlawng Sihhmui Bridge collapsed on the 31st October, 2014 and we also know that the people are in severe problems due to Tuipui 'D' Bridge. Time taken for construction of Sihhmui Bridge and Tlawng Bridge at Bairabi is also very long; the ongoing works are stopped as so this resolution is being moved. It is also a dry season now and we want to expedite the work so that it is completed before monsoon. It is the same case in the prevailing Bailey bridge at Dapchhuah.

I also found comparing the time when vehicle such as 1-Ton, Bedford Jeep and Jonga were operating with today with vehicles such as SUVs and power-steering or power-brake vehicles. It is the duty of the government to properly maintain the prevailing roads. Let us not compare ourselves with Burma. They are under a military rule for a very long time; their development is also very slow; we are different in every way. If only we could avail the amount of ₹200 crore in the Annual Plan, Special Programme which is a plan fund, this resolution will not be moved. However, that had been passed with no avail while Mr. Chaturvedi, Member of Planning Commission stated that we have to be hurry. It is obvious that the length and breadth of roads in Mizoram need to be improved. Therefore, this resolution is a call to perform that duty while it is still the working season; if the monsoon comes, we will be late. Likewise, the roads in Thorang Constituency and West Tuipui, for instances, are very bad for this ten years. So, I am supporting this resolution.

SPEAKER : Let us now call upon Pu Lal Thanzara.

PU LALTHANZARA, MINISTER: Thank you, Mr. Speaker Sir. The Hon'ble member who spoke before me changed the wording of the original Resolution as only some roads and bridges are bad; I am very glad for that. If there is one particular party which should be blamed for the poor condition of roads, it will be MNF who were in power for long 2 decades for nothing is done for improvement of roads. The only initiative taken during their ministry was improvement of Bawngkawn to Durtlang road. As we formed the ministry, our CM and the Minister for UD & PA take initiatives for repairing works of roads within Aizawl; the roads within Aizawl city are never this good in the past; not only the main roads but also the small ones are black topped now; Sairang to Kawnpui road is also constructed under this ministry.

According to the record of PWD, the length of roads in Mizoram is around 7,548 kms where as 5870 kms is under the maintenance of PWD including the National Highway. Pu Lalruatkima stated that we are in backward position at the national level for we are impeded by 20 years of insurgency in Mizoram during which no development work could be done. Even so, the Congress ministry put the best effort as soon as the party was in power. I am glad that knowing of our previous performances, he expected us to be able to reach the national level within a short period of time.

If we travel to Silchar road, we have a sign of bumpy road to enter into Assam; the same is there in Manipur and Burma. The Hon'ble MLA from Tuikum supported this Resolution

however, I think that he will have in mind that Tuikual Bridge of Chhingchhip - Thentlang road is set to be inaugurated in his presence, Tuivawl Bridge of Saichal - Saitual will also be inaugurated as soon as the concerned MLA has the time for it. Tuikum Bridge of Chhingchhip - Hmuntha road also is completed and soon to be inaugurated when construction of the approach road is done.

We have confirmed that the recent collapse of bridge is due to missing of its tightening screws allegedly stolen by some unknown persons; it has nothing to do for a resolution to be moved in this House. The PWD is now collecting the materials and making all efforts so that it is in good condition. Regarding Tuipui Bridge, as already mentioned by it concerned MLA, the government borrowed ₹79.89 for the construction as first installment has already been released. In fact, the government is very much concern about the bridges and an immense effort has been made in this regard.

There are 17 bridges under the maintenance of PWD and 21 under PMGSY and we have a total of 37 bridges; there is no point in moving this resolution due to collapse of one of such bridges and the progress of work on another bridge which is claimed as being too slow. Pu Speaker, the mentioned amount of 200 crore under scheme of finance is meant for North East States, and we need that fund very much. However, it may be due to financial problems, none of the North East States has received that amount as yet. Likewise, none of the aforementioned construction work of bridges is abandoned, as the works are still going on. Therefore, I could not support this Resolution.

SPEAKER : Pu T. Sangkunga.

PU T. SANGKUNGA : Thank you, Mr. Speaker Sir. I am very glad that my fellow first timer Dr. K. Beichhua for moving a Private Members Resolution in his first Budget Session. I have some doubt about by which yardstick good and bad will be measured. For instance, Vanbawng road used to be rough and bumpy which is almost considered as unreachable but I have learned from member of the concerned constituency that it has now become a good road. Thus, it is obvious that our impression on one particular road depends on the opinion of one particular member. All the past and present ministries want to have a good road as PWD too is striving for that; our engineers are also working hard for that. As a result, we are improving and it is much better than before.

Every ministry has their own difficulties. Firstly, when PWD has taken over maintenance of roads from BRTF, they need to formulate a project and there is a gap for that as in the case of Khawbung - Bungtlang road. That time gap creates difficulties whether it is PWD or BRTF.

Pu Speaker, the condition of our roads as a whole is quite improved considering the past. If we passed this Resolution, it may ruin the interest and efficiency of our Engineers and concerned Ministers. We need to motivate our officers and Engineers rather than criticizing their works. Everything depends on our view and opinion. If we compare our roads to other developed

countries, we may not be satisfied. However, if we take our own situations and developments for granted, we will very grateful in today's situation. Thus, we are framing our opinion using what we see as our yardstick.

Apart from this, the period of insurgency and disturbance also hinders our development. There are many malpractices in our contract work during and after the insurgency period. It is very dangerous for the Chief Engineers of CPWD to have spot verification; so estimates are made only from the desk. This is why all the NEC roads are narrow in size. Therefore, we need to cooperate for further development; there is no place for hatred and hindrance. In the meantime, I request PWD to improve Dungtlang - Khuangleng road. All of our rural roads are completed and we will be grateful if we see more developments.

Regarding the resolution, it seems that it will be more appropriate if it is amended as 'This House expresses its appreciation for the conditions of road and bridges are improved drastically as a result of the efforts of our government. We hope that this government will continue to bring improvements wherever is needed.' Thank you.

SPEAKER : Today is meant for Private Member's Resolution. We generally conclude the discussion at 4:00 pm. Let us call upon our House Leader to wind up the discussion.

PU R. LALZIRLIANA, MINISTER : Thank you, Speaker, Sir. I found this resolution incorrect right from the wording itself. Meanwhile, I am glad that the opposition members have a high expectation in view of the works done by this efficient government. We also do not mean that the roads are flawless just because we do not accept this resolution. Just like our recent incident, bridge of Buichali-Sairang of Airport road collapsed during the previous ministry. However, we did not move any resolution in the House as we took it for granted as sheer accident. In this incident also, it is just because 46 of its fastening screws that had been stolen by some miscreants.

Our main topic today is the National Highway. But the National Highway does not pass through even half of the villages in Mizoram. Therefore, we have to think about Mizoram as a whole. Since PWD has taken over the charge of maintenance of road, it became worse. This is not because the department is not capable of looking after it; it is because they are trying too hard to take it for their own interest and advantages.

Besides, whether it is PWD or other departments, it is wrong that many of our construction works are designed to have lower capabilities than those of other states. For examples, our bridges generally have weight limit like 80 tons or something or more. We often blame that the roads are damaged because heavy vehicles are running on it. However, I found this kind of excuse insufficient. What we aim today is to have infrastructures not only the like of other states but also which are better than that. We need to think about that right from the beginning when we are formulating estimates. However, there are some difficulties regarding the

resources we have in our state. Our stones and pebbles are not as hard as in other states, our sand are not clean as other states and we also have more rainfall than other states which block the side drains and damaged the roads. As a result, our roads might not be long lasting as other states even if it is constructed in a same manner as other states.

We, the people have been deprived of moral values of our community nowadays a lot. PWD starts working on small roads which was never looked after before; none of us cooperate in the works. Even if repairing works were done voluntarily, we just do it as to find faults on some others which is far from our culture in the past. As already stated, Darzokai Bridge is not the purview of the Government. However, the concerned MLA and the Chief Minister for the welfare of the people find a way to construct it. While that is the case, it is very inappropriate to have protest and closing schools and offices. It is the people of such area alone who will be affected if this hinders the work.

This government pays more importance towards PWD than other departments for better road construction. However, we cannot stop all the other departments just because we want PWD to become stronger. Therefore, this government tries to avail funds from like central government, NLCPR, NEC, NABARD and from anywhere possible. We even search for funds in World Bank. The government is trying its level best for road maintenance and we need to limit our expectation according to what could be done by a state government.

A huge development is witnessed within our community as we visited different places. We often see the development of other states in India also. However these places have a lot of resources themselves in oil, electricity and others through which these development works are done but we do not have such resources. We have to face the reality that we are not yet in the position to do as they have done.

There is an opinion that insurgency brings development in our state. All of the other 28 states in India are enacted with non-violence. We can see how developed they become. India itself also availed independence with non-violence. It is becoming one of the most powerful nations in the world. This shows that insurgency did not hamper development of the country; it is very inappropriate to claim insurgency and violence as our hindrance. Speaker Sir, as the time does not permit me to go further, I will stop here. I, therefore request Dr. K. Beichhua, the Hon'ble MLA to withdraw his resolution. Thank you.

SPEAKER : Now, let us call upon Dr. K. Beichhua.

Dr. K. BEICHHUA : Thank you, Speaker Sir. I am glad that my resolution has been discussed by 20 members. Regarding the spelling mistake, it is submitted in a correct form. I apologized on behalf of the one who had made this printing mistake.

Speaker Sir, there is no party feeling while I frame this resolution. I do not consider the past, nor blame the present; i am just thinking of what would be better in the future. I have no

negative feeling in my mind like this or that party. I just found the condition of our roads nowadays is unsatisfactory and want some improvements. I do not think it as allegation against any party or person.

We are all aware of our conditions today. Many of us had visited other places. Even without comparing with such roads, I could perceive that such members are accepting that the condition of our roads nowadays is pathetic. It seems that they could not support this resolution just because they consider themselves responsible for the same; they could not express what they really think because they are afraid of the people one side and their party leaders on the other. Speaker Sir, I will not take much time for winding up as we all are aware of our condition. We have four National Highways and 14 State highways within our state. Even uneducated lay man can see that the condition of our road is not good if we traveled from Tongkolong to Vairengte. We do not need any technical view as it is obvious with bare eyes. One of our member urge that I may withdraw my Resolution if I visited the whole of Mizoram. However if I do so, I think that I will search for another word to describe how pathetic the roads are rather than withdrawing this Resolution.

Some of the members said that roads are bumpy only in Manipur and Assam and good within Mizoram. Then, what about Lunglei to Lawngtlai road? Every time I travelled from Lunglei to Lawngtlai, my heart sinks because of the condition of the road. I do not blame Congress or MNF; I just want to strengthen their hands to bring improvement in our situation.

I am a bit concern for my fellow MLAs who are satisfied in the road conditions in their constituencies. For the next election, we need to strive for better things; especially in politics, we aimed at creating what is not found today. Will it be correct for the Hon'ble Speaker today lie idle just because he could now travel by car from Chapui where he used to walk by foot while studying? I sincerely plead my fellow members to think carefully as we are elected to represent our very own people.

We often hear about YMA and Truck Drivers Association doing voluntary work to repair roads; we all know how bad our condition is. The collapsed bridge is also just because it is damaged and there may be others which may collapse the other day. So, I sincerely beg my fellow members to support this Resolution for the cause of our children, for our future and for Mizoram. Thank you, Speaker, Sir.

SPEAKER : Now we need to take vote for the discussed resolution. Anyone who agreed to pass the resolution may say "Agree" and who does not agree may say "Disagree".

(The resolution is voted and defeated)

This House will stand adjourned till the next meeting on the 24th 11, 2017 (Monday)
10:30 am.

(Sitting is adjourned at 4:30 pm)