

We all know so far metropolitan district is concerned quite a good number of roads are subjected to very heavy traffic load and remain water-logged for a considerable part of the rainy season. These roads get badly damaged every year even if they are repaired. So it is extremely necessary to find out a solution to this problem which will be of a permanent nature. Now going through the different papers I find that there is no good deal of thinking in this line and no author has been very specific in recommending solutions to these chronic problems.

I am glad that engineering community has taken a massive programme of developing the city. But you must ensure to overcome the difficulties the city is facing. You must put specific suggestions how you could definitely complete the execution of the programme.

Speed is very essential. True there are certain criteria—technical criteria which the engineers have to comply in the execution of the work. We are trying and trying to develop our country for the last 20/25 years. People are watching whether something is done. If something is done during the coming two years, people will allow us to run the programme thinking that there are yet things to be done. Otherwise all the efforts will prove to be fruitless. I would request all of you to give serious thought on the matter of C.M.D. development programme. I am confident that in this forum, this problem will be discussed, deliberated and there will be specific and concrete proposals for solving the problem.

I thank you once again.

Presidential Speech

By

S. N. Gupta

I convey my sincerest thanks to the authors of different papers for highlighting the different problems of road construction and their suggestions towards their solution. I also thank the discussors for their valuable contribution.

I do not want to discuss the technical aspects of different papers as these will take hours. There is no denial to the fact that the performance in the construction of road and highway is not upto expectation both in respect of quality and quantity. Now the question remains as to how this performance can be improved and how to achieve success.

There are certainly very many ways of doing this, but I will focus attention to only four specific points. The first one is Specialisation. It is very tragic that the Engineers of to-day are lacking in basic informations even. What is there in the specialisation of road and highway construction? Is it not mixing the aggregates with bitumen, putting and rolling it? These are usual questions not only put forward by the common people but also by some administrators and leaders. But certainly there is need for specialisation and it should be made by a band of Engineers who have really

the love for work—a group of dedicated souls who are prepared for hard work to evolve refined methods, to upgrade the quality of the work and to find out quicker methods of construction also.

The second point I would like to stress is Research which follows and to my mind should follow specialisation. All the Engineers are not keen for specialisation and ready to undertake research work. But there must be some urge for specialisation and if it does not develop automatically, there may be necessity for induction. By whatever means we can we will have to probe into our own problems, analyse it and suggest remedial measures suiting our working environment. We should not follow blindly the specifications of other countries. We will have to have our own standards, our own specifications for work. This point has been rightly stressed by many authors.

The third aspect which needs immediate attention is the quality control. This is to be enforced not only in the work itself but also in selecting the materials by which the work is to be done.

The fourth point which needs emphasis is Mechanisation. Quite a lot has been said in

favour or in against of mechanisation in the light of our country's growing unemployment problem. To my mind this will not aggravate the unemployment problem. On the contrary this will accelerate the employment potentialities. To cope up with the speed of the work, mechanisation probably is a must. Particularly in aid projects the authorities like World Bank insist for mechanisation. Govt. of W. Bengal received 2 crores worth of machines from World Bank which necessitated creation of a new cell for using these equipmen. When equipment are available at our door steps it is worthwhile to use it and utilise our resources to plan our future programme.

To avoid repair of road every year after the monsoon, we should go in for the construction of more and more concrete roads. The city of Calcutta is not having very many good roads. B. T. Road is perhaps the only approach road to Calcutta which has 100 ft. right of way. Why not we improve this to 6 lane divided highway with pedestrian and cycle tracks. Then we will have at least one good access road to Calcutta. In order to plan our construction and maintenance programme for roads it is imperative to undertake traffic studies as a routine affair.