

PUBLIC ACCOUNTS COMMITTEE**SIXTY-EIGHTH REPORT**

SHRI SEZHIYAN (Kumbakonam): Sir, I beg to present the Sixty-eighth Report of the Public Accounts Committee regarding action taken by Government on the recommendations contained in their Forty-sixth Report relating to Posts and Telegraphs

12.39 hrs.

MESSAGE FROM RAJYA SABHA

SECRETARY Sir, I have to report the following message received from the Secretary of Rajya Sabha —

"In accordance with the provisions of rule 111 of the Rules of procedure and Conduct of Business in the Rajya Sabha I am directed to enclose a copy of the Requisitioning and Acquisition of Immovable Property (Amendment) Bill, 1973, which has been passed by the Rajya Sabha at its sitting held on the 28th February, 1973

REQUISITIONING AND ACQUISITION OF IMMOVABLE PROPERTY (AMENDMENT) BILL

AS PASSED BY RAJYA SABHA

SECRETARY Sir, I lay on the Table of the House the Requisitioning and Acquisition of Immovable Property (Amendment) Bill, 1973, as passed by Rajya Sabha

STATEMENT RE. DAMAGE TO CHAMBAL BRIDGE NEAR DHOLPUR AND SUSPENSION OF TRAFFIC ON DELHI-BOMBAY NATIONAL HIGHWAY

MR. SPEAKER Shri Raj Bahadur

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): It is rather a long statement. May I lay it on the Table.

श्री. हुकूम बाई कछवाय (मुरेना)
यह पुल मेरे क्षेत्र में है। मैंने लिख कर दिया है। मेरे क्षेत्र में सारे रास्ते बन्द है —

MR. SPEAKER: You may lay it on the Table.

SHRI RAJ BAHADUR: Sir, I lay the statement on the Table. (Inter-ruption)

Statement

Information was received from the Executive Engineer, Bharatpur Division of Rajasthan Public Works Department, in the evening of 24th February, 1973 that one pier of Chambal bridge on National Highway No 3 near Dholpur had settled and a part of the length of the roadway along the bridge had also depressed and that the bridge has been closed to traffic

This bridge which is 2434 ft long was constructed by the Central Public Works Department in December 1959 and opened to traffic in March 1960. The bridge is a submersible one and the highest flood level is attained at very infrequent intervals in this river, so a true high level bridge was considered unnecessarily expensive. It was therefore, considered that a submersible bridge with its deck level so chosen that it is submerged only in abnormal floods for short periods would meet all practical needs. The decking of the bridge is about 93 ft. above the water level obtaining in the river during the dry season. This bridge was submerged on three occasions in the past, the depth of submergence over the decking being 6 ft. in September 1961, 45 ft in August 1969 and 533 ft in July 1971

Immediately on the morning of 25th February, 1973, a team of three officers of this Ministry was sent for inspection of the bridge. Director General (Road Development) of my Ministry, accompanied by Additional Director General (Bridges) also left the site on 26th February, 1973 and inspected the

bridge on 27th instant, in the company of the State Chief Engineer, Public Works Department (Roads), Rajasthan who is in charge of the bridge at present, Addl. Chief Engineer, U.P., Public Works Department, Lucknow and Engineer-in-Chief, Madhya Pradesh, Public Works Department.

From the information available, it is learnt that pier No. 17 of this bridge which supports R.C.C arch spans, and provided with well foundations taken to rock has settled by about 2ft., and consequently the road surface and arches on either side of the pier have developed cracks, and the roadway for a stretch of about 200 ft. had depressed itself. Till the investigations are undertaken and necessary repairs are carried out, it is not considered desirable to pass any vehicular traffic along the bridge. In the meanwhile, the traffic has been diverted along the following alternative routes:—

- (i) Indore-Kotajapur-Delhi;
- (ii) Shivpuri-Kota-Jaipur-Delhi.
- (iii) Shivpuri-Jhansi-Kalpi-Bhognipur and the West to Agra or East to Kanpur.
- (iv) Gwalior Bhind-Ettawah for light traffic not exceeding 5 Tonnes on account of limited capacity of the Pontoon Bridge across Chambal near Ettawah on this road.

All the concerned civil authorities have been informed of the same.

Since no vehicular traffic can be allowed on this bridge in its present condition, alternative arrangements are being made for providing a temporary bridge close to the existing bridge. In this connection, the Director General (Road Development) had contacted the Director General of Works of Army Engineer-in-Chief's Branch and also the Uttar Pradesh Public Works Department, who have with them ready stock of the Pontoon Bridge. Action is being taken to provide the same from either of them and put up the pontoon bridge as early as possible.

Since the pontoon bridge could be used at site only till the monsoon period, the feasibility of decking the railway bridge, one mile downstream, is also being explored in consultation with the Railway authorities. In case the decking of the railway bridge is not feasible, it may be necessary to run a ferry during the monsoon period.

As there is a depth of water of about 30ft. around this pier and also as there is some current in the river, special arrangements for detailed investigations of the foundation strata as well as the damage caused to the foundations are being undertaken.

12.40 hrs.

RE. ALLEGED WRONG STATEMENTS BY MINISTERS

MR. SPEAKER: I request hon. Members not to get up any time they like, there is no use. Unless I call them they should not speak. (Interruptions)

मैंने श्री मिश्र को ये कागजात भेज दिए थे। उन्होंने मुझसे भुझे मिल कर कहा था कि इस बारे में कुछ डाउट है।

I shall ask the Minister to make a statement Would you like him to make it today or tomorrow? All right, today. Shri Shukla.

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): During the discussion on the Motion on the Government policy in regard to manufacture of car in this House on 22nd December, 1972, references were made to the alleged irregularities in land acquisition and alleged violation of Defence Departments orders by Shri Jyotirmoy Bosu and Shri Shyam Nandan Mishra. In his speech, the Minister for Industrial Development dealt with the criticism relating to land acquisition and pointed out that no irregularities had been committed. He also assured the House that if there were any irregularities or allegations