

Change in the Nomenclature of Akashvani

*706. SHRI G. Y. KRISHNAN:
SHRI S. S. SOMANI:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have decided to change the name of Akashvani to Akashbharati, if so, reasons thereof; and

(b) whether Government have also received a suggestion that the name be changed to Bharat Vani?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) No Sir.

(b) Different names including 'Bharat Vani' have been suggested by different people.

Chambal Bridge on Delhi-Bombay Highway

*707. SHRI SHAMBU NATH CHATURVEDI: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the answer given to Unstarred Question No. 5555 on the 1st August, 1977 and state:

(a) what other causes were identified for the premature collapse of the Chambal Bridge on the Delhi-Bombay Highway and whether responsibility was fixed therefor and action taken;

(b) if so, the particulars thereof;

(c) is it a fact that the cracks extend to the remaining part of the bridge also and its stability is doubtful;

(d) what is the total amount for which contract has been given for its reconstruction; and

(e) whether this contract has been given to the same company which initially constructed this defective bridge?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI

CHAND RAM): (a) and (b). The Committee of Technical Experts appointed by the Government of India to investigate into the causes of the collapse of the four reinforced concrete arch spans between piers 16 and 20 (from Agra end), after getting detailed sub-soil investigations carried out and interpreting the results thereof, came to the conclusion that the collapse of these four spans followed the subsidence of the foundation of pier No. 17. The foundation of this pier was found to be resting on a highly altered zone of clay matrix conglomerate which was not strong enough to withstand the loads coming over it. The Committee further held that this subsidence however, seemed to have been preceded by excessive scour of the overburden material in the bed of the river around this pier affecting the bearing capacity of the strata on which the cutting edges of the wells of this foundation were resting.

The Committee has not identified any other reason for the collapse of the four arches between piers 16 to 20. The points arising out of the report of the committee are being examined in consultation with the Ministry of Works & Housing and the Central Public Works Department under whose supervision the bridge was originally constructed, in order to fix responsibility for the mishap.

(c) In the portion of the bridge which is now being retained, no cracks affecting its stability were detected during detailed post-failure investigations by the Technical Committee.

(d) Rs. 217.28 lakhs.

(e) No.

Cement Research Institute

*708. SHRI G. M. BANATWALLA:
SHRI MUKHTIAR SINGH
MALIK:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government have seen the press report in BH&T of the 4th March 1978 wherein it has been stated