

(xii) Hundred and forty-fifth Report (6th Lok Sabha) on Union Excise Duties.

(xiii) Hundred and forty-sixth Report (6th Lok Sabha) on Union Excises Duties.

(xiv) Second Report (7th Lok Sabha) on D. C. Electric Transaction .

(xv) Fourth Report (7th Lok Sabha) on JEtrestoration and Construction of Railway Lines.

(xvi) Fifth Report (7th Lok Sabha) on Mohanbari Runway.

(xvii) Seventh Report (7th Lok Sabha) on Cash Assistance for Export °f Absorbent Cotton.

(xviii) Fifteenth Report (7th Lok Sabha) on Collaboration Agreement for manufacture of diesel enginei for Shunters.

(xix) Twenty-second Report (7th Lok Sabha) on Import of Defective special Purpose Carriers and Incorporation of Incorrect Data in a Contract.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

**Reported collapse of fly over under*
construction in connection with
Asi&d, at Sewanagar, Defence
Colon, in South Delhi, causing
injury to 25 labourers**

MR. DEPUTY CHAIRMAN: Call-
ing-Attention. Mr. Kulkarni.

SHRI DINESH GOSWAMI (Assam): Sir, on this Calling Attention I want to know one thing. This is being addressed to the Railway Minister but I don't think the Minister of Railways will be in a proper posi- tion to answer. I would request Mr. Buta Singh also to be present and answer some of the queries because he is in charge of the Asian Games and because, I think, the Minister of Rail-

f.y-over

ways is not really concerned with this Calling-Attention.

(Interruptions)

SHRI LAL K. ADVANI (Gujarat): Sir, I endorse what my colleague. Mr. Dinesh Goswami, has said because it is not the question of one specific bridge. It is true that in this particular case the railways is responsible but the fact is that this is part of the entire Asiad preparations and, therefore, this House was keen to know this. Today this flyover has broken down and now only Mr. Pandwe will reply. Tomorrow the same thing can occur to another flyover. Normally bridges don't fall in this manner but it is because of > the undue haste in which the entire preparations for the Asian Games are made.

MR. DEPUTY CHAIRMAN: Your allegation is a different matter. The Minister for Shipping and Transport also is here and if there is anything he will reply.

SHRI LAL K. ADVANI: He will not be able to reply because this pertains mainly to Work, and Housing because it is the CPWD which is doing most of the work.

(Interruptions)

MR. DEPUTY CHAIRMAN: He is the concerned Minister; he is responsible.

श्री लाल कृष्ण आडवाणी : उपसभापति जी, मेरा आपसे निवेदन है कि इस मामले में चैयर को भी कुछ डाइरेक्शन देना चाहिये । अब इस मामले में हो सकता है कि तीन मिनिस्ट्रीज इन्वाल्व्ड हों, लेकिन प्रमुख रूप से कौन हैं जो इसकी सारी जानकारी दे सकता है । वर्क्स एण्ड हाउसिंग मिनिस्टर यहां होते, उनके साथ पांडे जी भी होते, उनके साथ ट्रांसपोर्ट मिनिस्टर भी होते, तो आयद सदन को अच्छी जानकारी होती ।

आखिर उद्देश्य यह होता है ना कि सदन को ठीक तरह से जानकारी मिले और सरकार के काम में कोई कमी है, तो वह उसका फायदा उठाये . . . (व्यवधान)

श्री उपसभापति : जहां तक इस कॉलिग अटेंशन का सवाल है . . . (व्यवधान)

श्री शिव चन्द्र सा : श्रीमान . . . (व्यवधान)

उपसभापति : जरा ठहरिए । मेरी बात सुनिये । जहां तक कॉलिग अटेंशन का सवाल है, यह स्पेसिफिक मॉडर है—
"flyover under construction, in connection with the ASIAD at Sewa Nagar-Defence Colony in South Delhi."

यह कंस्ट्रक्शन रेलवे मिनिस्ट्री के मातहत है । वे इसे कर रहे हैं ।

He is responsible for that.

दूसरी बात जहां तक कि ट्रांसपोर्ट मिनिस्टर का सम्बन्ध है—
the Transport Minister is sitting here and he is in charge of the Asian Games also. Bfr. Buta Singh is there and I think he will sit along with him. Therefore, the Minister concerned is here. We are not discussing the whole Asiad construction as such because the Calling-Attention is limited to this one specific instance. If you have anything to discuss on Asiad as a whole, it is a different matter. Then the other Minister must come.

SHRI LAL K. ADVANI: May I further point out that in this particular case the fly-over is being constructed not by the Railways but by NPCC, the National Project Construction Corporation. Then the Minister will say...

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATH.): They are the contractors.

SHRI LAL K. ADVANI: I know that. But even the Railways have undertaken this as part of ASIAD. They have again entrusted it to NPCC and NPCC has entrusted it to a private contractor. We are not going to ask the contractor...

MR. DEPUTY CHAIRMAN: He is responsible for everything because they are main agents. (Interruptions)

SHRI SADASHIV BAGAITKAR (Maharashtra): The notice should be looked at. (Interruptions) That is how it is mentioned in the list. How is Mr. Pande responsible for it?

MR. DEPUTY CHAIRMAN: Somebody had directed the notice to the Minister of Shipping and Transport. (Interruptions)

DR. RAFIQ ZAKARIA (Maharashtra): One Minister can reply on behalf of the Government.

श्री सदाशिव बागाईतकर : अरे, पांडे जी तो खुद फंसे हुये हैं, उनको क्यों देते हैं ?

DR. RAFIQ ZAKARIA: A Minister replies on behalf of the Government.

श्री लाल कृष्ण आडवाणी : यही आर्गु-मेंट है तो प्रणव मुखर्जी भी जवाब दे सकते हैं ।

This is no argument.

DR. RAFIQ ZAKARIA: It is very clear that the immediately concerned Ministers are present here. Now you want to spread the net so wide that you want ten Ministers to be brought here. (Interruptions) After all, they have got other things to look after. You cannot... (Interruptions)

MR. DEPUTY CHAIRMAN: Please take your seat. Let me tell you. The take your Attention had been given in the name of the Shipping and Transport Minister, but because we were told that the concerned bridge is being constructed by the Railways, it was directed to him.

SHRI ARVIND GANESH KUL-KARNI: (Maharashtra): Sir, I would draw your attention... (Interruptions) I am not calling the attention. I want to draw your attention to one thing because you had stopped me. First, I want to protest.,.

MR. DEPUTY CHAIRMAN: You are always protesting. I do not object.

SHRI ARVIND GANESH KUL-KARNI: My calling attention was directed to the Minister of Shipping and Transport. (Interruptions)

MR. DEPUTY CHAIRMAN: The record is there with me.

SHRI ARVIND GANESH KUL-KARNI: It is the convention of the House, If this was to be replied on behalf of the Government, the Home Minister should have been there.

MR. DEPUTY CHAIRMAN: Mr. Kulkarni, see the record.

SHRI ARVIND GANESH KULKARNI: In the Calling Attention which has been admitted, my name is first. I gave it to the Works and Housing Minister. I want to have an explanation for this. Then I will proceed. What is this going on?

MR. DEPUTY CHAIRMAN: Please take your seat. I will explain. There were so many notices received from many persons about the collapse of the Bridge. Some persons directed it to the Minister of Shipping and Transport and some might have directed to others. The overall construction of the Bridge is under the charge of the Railway Ministry. So naturally it will go to the Railway Ministry. Now you

cannot ask about anything constructed in Delhi. You are not concerned with that. Therefore, it was properly done. There was no occasion for Mr. Kulkarni to cast aspersions on the Chair, as he is in the habit of doing. (Interruptions) Yesterday also you did the same thing.. Today you did it.

SHRI ARVIND GANESH KUL-KARNI: I am not in the habit of casting aspersions. You have to protect my rights. I have got every right to air my grievances. It is for you to rule it out. What I am challenging is that...

श्री मती उबा मल्होत्रा (हिमाचल प्रदेश): डिपुटी चैयरमैन सर, यह आप उनको क्यों अलाऊ कर रहे हैं . . . (व्यवधान) . .

श्री उपसभापति: आप बैठ जाइए। उनको सवाल पूछने दीजिए। सवाल तो उनको पूछना नहीं है, खाली बहस कर रहे हैं।

डा० रफीक जकरीया: डिपुटी चैयरमैन साहब, आप इनके ऊपर तो बरसते हैं और उनको जितनी चाहे इजाजत देते हैं। यह कौनसा इन्साफ है?

श्री उपसभापति: कार्लिंग अटेंशन पर कहिये।

श्री सत्यपाल मलिक (उत्तर प्रदेश): मेरा व्यवस्था का प्रश्न है।

श्री उपसभापति: वह क्या है?

श्री सत्यपाल मलिक: जब मैंने नोटिस दिया था यह बात रख कर दिया था कि अखबारों में खबर छपी थी कि यह तो गिरा है, अभी राजघाट का स्टेडियम गिरने की भी संभावना है . . .

श्री उपसभापति: कार्लिंग अटेंशन उस पर नहीं है।

श्री सत्यपाल मलिक उस सारे खतरे को दृष्टि में रख कर हमने वह नोटिस दिया हुआ है . . .

श्री उपसभापति : उस तरह से वह एडमिट नहीं हुआ है ।

श्री सत्यपाल मलिक : लेकिन हम लोगों ने जो नोटिस दिया था इसी को दृष्टि में रख कर दिया था कि जो गिरने की आगे संभावना है उसको गिरने से रोकने के लिए क्या किया जा रहा है? क्या कोशिश हो रही है । जब तक यह पूरा डिसकशन नहीं होगा तब तक कोई मतलब इस पर बहस करना का नहीं रहेगा ।

श्री उपसभापति : यह आप सारी बातें बहस में उठा सकते हैं । मंत्री जी को जवाब देना होगा, जवाब देंगे । आप क्यों चिंता करते हैं । बैठ जाइए ।

fly-over SHRI ARVIND GANESH KULKARNI: I again draw your attention most humbly to the fact that you have accused me of casting aspersion. Sir, it is a very wrong thing because I say it is a matter of procedure.

MR. DEPUTY CHAIRMAN: Would you consult the record and see what you said yesterday?

SHRI ARVIND GANESH KULKARNI: It is a matter of procedure. Last week also the same thing happened. The Calling Attention notices were collected together and reframed. I am only drawing your attention and you should uphold that henceforth some type of rule will be framed whereby various Calling Attention motions are not clubbed like this. It is like a ride, - 'hare horses, donkeys and even buffalo. They are running and you will say it is a buffalo. I am saying that I want to sit on a horse. Somebody will say that he will sit on a donkey. Do you mean to say that buffalo is the Calling Attention?

MR. DEPUTY CHAIRMAN: What can I do if so many persons sit on a donkey?

SHRI ARVIND GANESH KULKARNI: My Calling Attention is for the Works and Housing Ministry.

MR. DEPUTY CHAIRMAN: Mr. Kulkarni, you know the procedure. (Interruptions)

SHRI ARVIND GANESH KULKARNI: I am pleading...

DR. RAFIQ ZAKARIA: How can you allow this kind of discussion? You receive dozens of such Calling Attention notices every day. If every Member is agitated in the House asking why in a particular form the Calling Attention notices has not been admitted, where will we be? (Interruptions)

MR. DEPUTY CHAIRMAN: Let me tell Mr. Kulkarni, I think that was the consensus arrived at in the meeting of the leaders. When there are so many notices received in different phraseology but the main subject is one, they are clubbed together. If the Members insist that their phraseology should not be changed, then they will suffer. Only one will be admitted and the names of the rest will not be mentioned because their phraseology is different, maybe the subject is the same. This is the difficulty. That is a via media that you have agreed. Now you want to ride on a donkey, on a mule and something else. Do not bring House into disrepute. You say what you want to say. (Interruptions)

Mr. Kulkarni has freedom to use any word for any person. (Interruptions) ...

SHRI ARVIND GANESH KULKARNI: Am I to understand... (Interruptions)

MR. DEPUTY CHAIRMAN: Nothing will go on record, (Interruptions)

SHRI ARVIND GANESH KUL-
KARNI:»

MR. DEPUTY CHAIRMAN: No. This
will not go on record.

SHRI ARVIND GANESH KUL-
KARNI: I call the attention of the
Minister of Railways to the reported
collapse of the fly-over under cons-
truction, in connection with the ASIAD at
Sewa Nagar—Defence Colony in South
Delhi, causing injury to 25 labourers.

THE MINISTER OF RAILWAYS
(SHRI KEDAR PANDE): Sir, cons-
truction of fly-over at Sewa Nagar
across Delhi avoiding line section of
Northern Railway in lieu of level
crossing No. 3A was taken up by the
Construction Branch of Northern
Railway in February, 1981. The
work was sanctioned at an estimated cost
of Rs. 3.89 crores; the cost to be j shared
by Municipal Corporation of Delhi is Rs.
3.10 crores and that by | the Railways is
Rs. 79 lakhs. The Construction work was
awarded to M/s. National Projects
Construction Corporation Limited
(NPCC), a Government of India
undertaking under the Ministry of Energy,
New Delhi, on 5th February, 1981. The
contract value is Rs. 2.28 crores which
includes design and construction of flyover
including the approaches. The design
consists of pre-stressed concrete girders
supporting the deck slab with RCC piers
founded on under-reamed piles. The
bridge T5omprl ses 15 spans'of 25 metres
on stilts with filled up approaches on
either fide having total length of 675
metres. Against the 15 spans of 25 metres
en stilts concrete deck on 5 half spans, viz.,
Nos. 4A, 8A, 8B, 14A and 15A had
already been cast by 7th December, 1981.
The casting of concrete deck over the
sixth half span No. 4B was commenced at
0800 hrs. on 9-12-1981 and the casting of
beam was completed by 1430 hrs. The
casting of slab was taken up immediately
thereafter, and while the work was at

•Not recorded.

final stages of finishing, expected to be
completed by 2020 hrs. at 1935 hrs. the
entire structure, viz., the slab, beam and
the scaffolding collapsed and fell to the
ground.

The casting of beam, and slab was
being done under direct and close
supervision of Engineers of National
Projects Construction Corporation
Ltd.—a public sector undertaking;
and was overseen by Engineers of
Northern Railway, and they were
present at the site at the time of th«
mishap. Twenty-four persons got in-
jured, three with grievous injuries
and the rest suffered minor injuries
and bruises. Rescue operations were
taken up immediately, in conjunction
with Police and Fire Brigade who
rushed to the site in no time. Deputy
Chief Engineer/Const-IV, and General
Manager, National Projects Construc-
tion Corporation, also rushed to the
site. Nineteen persons were sent to
the All India Institute of Medical
Sciences and two to the Cenfral Rail
way Hospital. The remaining three
took private treatment. Out of these,
10 people were discharged from
A.1.1.M.S. and two from Central
Railway Hospital after first aid. Five
persons were discharged on 10-12-1981
from A.1.1.M.S. Only four persons
still remain in A.1.1.M.S. with grie-
vous injuries.

Apparently it is a failure of the
scaffolding which was supporting the
shuttering arrangement for the beam" and
slab. 'Scaffolding' means support; that is
the technical word.

MR. DEPUTY CHAIRMAN: Ye*,
that is clear.

SHRI KEDAR PANDE: And that was
supporting the shuttering arrangement.
That was horizontal and this was vertical.
That is the position.

The scaffolding used was a brand new
set of ACROW design and manufacture.
Similar scaffolding had been used on the
other 3 half spans 4A, 14A and 15A
having the same span

and of identical nature. All these were completed satisfactorily. Though ACROW scaffold tags are standard ones, being used widely in the country, the design was checked by Northern Railway Engineer before it was actually used.

The site clearance was taken up at 1200 hrs. on 10-11-81. Working round the clock it is expected to be cleared within five days. This is not likely to affect the final date of completion of the bridge, i.e., 30th June, 1982.

A joint enquiry has since been ordered by the Ministry of Railways by a high power committee comprising Chief Engineer (Bridges), Ministry of Shipping and Transport and Director, Research and Research Design and Standards Organisation, Lucknow, Ministry of Railways, to go into the causes and recommend remedial measures for avoiding recurrence of such accidents in future.

SHRI ARVIND GANESH KULKARNI: Sir, at the outset I am sorry for those who have been injured, particularly those three persons who have been grievously injured. What I find is the entire Asiatic Project had started in an inauspicious atmosphere. It started about a year back, I remember, with the granting of architectural design work whereupon it was alleged that political favours were shown, and in all the projects under Asiatic, whether it is bridges, swimming pool, main stadium, there were made many complaints, sometimes of design defect, sometimes of the quality of material, etc. A British architect, Mr. Makowsky, was also brought and he gave his opinion. On many points this opinion was not accepted by the Government for reasons well known to them alone. It is of grave concern which causes a graver concern now—the haste with which we are executing the project, and in all this haste the element of safety is the casualty. What I find is, as the statement itself has stated, this might be an accident due to the caving in of the scaffolding. I have got a little bit of

experience of such big buildings being built and I can understand that it might be an accident, but I feel it cannot be the only reason, because, the other four or five slabs that were put up there are still intact. In this case the Minister must study how this type of complex concreting is being done. Usually in this country beams are laid first and then after twenty-one days the slab is laid so that it becomes a completely foolproof system. Now, in this what I find from the newspaper reports is that the engineers of the NPCC or whatever it is, say that a complex type of concreting has been done and it has been certified. I do not know, it is for the Minister to convince us that this type of complex concreting system is a foolproof and safe system. It seems, and somebody also remarked here, it is not only the NPCC which is involved, there is a sub-contractor, one Sadhu Singh, who is executing the contract. I think this type of haste, the callous attitude of the supervisory staff, must have contributed much to this loss. In this connection I remember Mr. Buta Singh assuring this very House when we brought before him in the last Session the corruption and malpractices indulged in this work, the pilfering of cement and replacing it with adulterated stuff, that all necessary care was being taken against such things. Only yesterday I met some friend here who said that the cement being sent to Asiatic has got top priority, but that out of 100 bags, 20 to 30 bags are pilfered before the cement reached the site, and those bags are replaced by some adulterated cement. Mr. Buta Singh told us in the last Session that somebody was sabotaging the project. When he said somebody was sabotaging, I did not quite follow it correctly, whether it was a political sabotage or whether it was a sabotage done for consideration of some money I did not know it. He assured us particularly that good quality cement was being used. But what I find now is that four slabs which have been laid already are intact but the fifth!

MR. DEPUTY CHAIRMAN: Please put the question. Do not give "sermons,

fly-over MR. DEPUTY CHAIRMAN:
If you open a school, I will join it.

SHRI ARVIND GANESH KULKARNI: The ruling party always says that our complaints are politically motivated. Our motive is only to save the lives of poor workers. In this ASIAD this is the second bridge collapsing. Some days back the earth caved in and one worker died. The Railway Minister is doing this particular bridge. He has given the contract to Sadhu Singh. The Railway Minister, Sadhu Singh and the NPCC are involved. But the real responsibility is that of Mr. Buta Singh who is in charge of the ASIAD. Therefore, Mr. Buta Singh has to satisfy us about the quality of the material used and he has also to tell us whether the callous haste, negligence and corruption which is plaguing this organisation are responsible for this mishap. I am not one who is opposed to ASIAD. I want it to be held. It is a matter of pride for our country. I want that to be a success. For that sake, for Heaven's sake, please do not distribute political patronage to contractors and supervisory staff. I want to know from Mr. Buta Singh what steps are being taken to prevent this. I also want to know whether the swimming pool will be having a roof and whether the stadium will be air-conditioned. The Railway Minister and Mr. Buta Singh will have to convince us on these.

SHRI KEDAR PANDE: The design of this bridge was prepared by NPCC who in turn got this from M/s. Con-sep India Limited, as part of the contract. The design was also subsequently checked up by the Design Cell of the Northern Railway Construction Organisation before final adoption. So, there should be no confusion and there is no question of any political motivation from any side or influence by any vested interests. So, this is very very clear. This was done by the National Projects Construction Corporation and the Northern Railway. So, both of them are

there and both c tiem are public sec. tor undertaking: and therefore, there should be no imi resson in the mind of anybody that so ne mischief has been done. So, one should be very very clear about it. 'iTi at is all.

Now, I come to the next point. The honourable Member has raised all questions toget her. Hera the limited question is aboi t The collapse of the flyover at a paukular point. So, the other questions need not be replied. This is my answer to this question. In my statement also, Sir, I have given this that tha scaffolding used was of tie ACB-OW type manufactured by a well-k'iown firm of Bombay and widely use all over the country. Now, this collaj se is due to the weakness of the suoport.

SHRI ARVTTD GANESH KULKARNI: I am asking you whether the complex system of scaffolding, the ACROW s: stem of scaffolding or whatever it is, s responsible for this. It is your job to reply. His job Is to reply abo t: the quality of th* material.

SHRI KEDAR PANDE: When tha scaffolding wfs the standard one, there was no luestion of eement or this or that. The only weakness was in the support

SHRI ARV ND GANESH KULKARNI: I an asking you one thing and you are saying something else. I am asking you whether the slab was put toget er which was responsible for this. The system in India is that you first put the beams and then the slabs are put. Now you are putting every hing together. You are adopting a complex system by putting everythir g together. If you really understand tl is, you will reply well.

SHRI KED i.R PANDE: Yes, I understand .

SHRI AR7IND GANESH KULKARNI: Otl erwise you will go on replying toda •, tomorrow and the day after.

fly-over,

SHRI KEDAR PANDE: I understand your question and I understand the point. It is not your monopoly to understand everything.

SHRI ARVIND GANESH KULKARNI: I have no monopoly over anything. But I have got a monopoly over questions and I am putting questions to you.

SHRI KEDAR PANDE: I also understand and then only I reply.

SHRI ARVIND GANESH KULKARNI: O.K.

SHRI KEDAR PANDE: Three or four spans were completed and the same material wag used. The samte supports were there from the sama Company and they did not collapse.

MR. DEPUTY CHAIRMAN: And the same complex system?

SHRI KEDAR PANDE: It was the same. It was the same Northern Railway and everything was the same. All the other parts were the same and they were completed by the 7th December, 1981. By the 7th December, 1981 they have been completed and they are there and they are all right. The malarial is the same. the support is the same: the scaffolding is the same; everything is the same Everything is there. That is why we have ordered an inquiry and, after the completion of the inquiry, everything will be revealed. It will be revealed as to what it is due to. It is because the other things are similar and there is no collapse and there is nothing of that kind. Why did this collapse? There must be some reason. And, Sir, common sense tells us that this may be due to...

श्रीलाडली मोहन निगम (मध्य प्रदेश) :
आपको क्या लगता है ? क्या आप बता सकते हैं कि यह कैसे हो गया ?

श्री केदार पांडे : मैं बताता हूँ ।

श्री कृष्णचन्द्र पन्त (उत्तर प्रदेश)
जब तक इन्क्वायरी न हो जाय तब तक
न बताइये ।

SHRI KEDAR PANDE: How can I X-ray the whole defect? For that only an inquiry has been ordered and that is an impartial inquiry. No person of the Northern Railway, no Engineer of the Northern Railway, is included in that inquiry. But there are some other Engineers belonging to different Ministries and they are there in this inquiry. Now, what are the terms of this inquiry? The terms are: (1) to ascertain the full facts in regard to this incident and, (2) to determine the cause of the collapse and determine whether there has been any negligence and, if so, the nature of this negligence. These are the terms of reference.

श्री लाडली मोहन निगम : श्रीमन्,
इनको तोखामख्वाह फंसा दिया है । किसी
और को पढ़ने को दीजिये ।

MR. DEPUTY CHAIRMAN: You know, the Railway Minister is "vie. tim of accidents everywhere.

SHRI SADASHIV BAGAITKAR: That is why I am asking why he should be saddled with the responsibility of answering for this accident also. (Interruption*).

SHRI KEDAR PANDE: Let US await the result of this inquiry.

MR. DEPUTY CHAIRMAN: Yes, Mr. Dinesh Goswami.

SHRI ARVIND GANESH KULKARNI: What about Mr. Buta Singh's inquiry?

MR. DEPUTY CHAIRMAN: Yes, Mr. Goswami.

SHRI ARVIND GANESH KULKARNI: Sir, I raised some questions for Mr. Buta Singh also. What about them?

श्री लाडली मोहन निगम : क्या आप
इसका एक्स-रे करा रहे हैं ?

श्री उपसभापति : उन्होंने कहा है कि
जांच करेंगे ।

श्री केदार पंडे : इसकी जांच होगी
और उसमें सारा एक्स-रे होगा ।

MR. DEPUTY CHAIRMAN: Mr. Dinesh Goswami. (Interruptions)

SHRI ARVIND GANESH KULKARNI: On a point of order. At the outset, you assured us that Mr. Buta Singh is here and he will also reply. If Mr. Buta Singh does not want to reply... (Interruptions) Do you want his permission? Have you asked his permission? He wants your permission, Sir. (Interruptions)

MR. DEPUTY CHAIRMAN: Just a minute. On the question of the collapse of the bridge the Minister has replied. I do not think anything else is to be replied.' (Interruptions) Will you please take your seat? If anything else remains, the Minister is sitting here; he can add to that information. But I think everything has been replied to. Nothing remains to be replied. You can add to that if.. (Interruptions)

DR. RAFIQ ZAKARIA: Mr. Buta Singh, don't be provoked. (Interruptions)

MR. DEPUTY CHAIRMAN: Whatever questions you put have been replied to.

SHRI ARVIND GANESH KULKARNI: I asked many things. (Interruptions) I asked about the quality. .. (Interruptions) I am not forcing him. I am requesting him. If he does not want to reply, then it is... (Interruptions)

MR. DEPUTY CHAIRMAN: There is nothing to be said. (Interruptions) Mr. Dinesh Goswami.

SHRI DINESH GOSWAMI (Assam): Mr. Deputy Chairman, Sir, though this Calling Attention relates to the collapse of the fly-over, you will appreciate that though it is the immediate cause, the mere collapse of a fly-over cannot of such importance as to attract the attention of this august House. We have given this Calling Attention because this fly-over is related to the ASIAD. I am one who will like the ASIAD to be a complete success. I do not belong to those "who are opposed to the ASIAD, because I feel that sports are no longer the preserve in the hands of a few persons. Development of sports is important both in the national and in the national life and all the countries which have progressed, have made tremendous progress in the field of sports also. International prestige, to a certain extent, depends upon the success of a nation in the field of sports also. The day cannot be far off when sports may occupy the most important position in our country which together. Why should not a country which initiated in 1951 the Asian Games take the advantage of holding them again after 31 years. When you have stated that we have made so much progress in all fields of our national life, is to how far we have progressed will be reflected partly by the success we make of it during the coming ASIAD. If we cannot make it a success that will undoubtedly cast some reflection on the country. Mr. Buta Singh particularly who is in charge of the ASIAD knows that no longer the organisation of sports is a amateurish affair. We know how the entire Japanese nation was involved in the Tokyo Olympics. We know how Soviet Russia in the last Olympics took it as a matter of prestige. And, therefore, we feel concerned at such incidents like the one we are discussing. It is not an isolated occurrence, because only two days ago there was another mishap. We feel concerned. And we feel concerned for two reasons. Firstly, there should not be such impediments on account of which we

may not be able to hold the ASIAD according to the time schedule. Secondly, suppose this type of occurrence takes place at a time when the Games are in progress, the name of our nation will be in mud. We also know that there have been three mishaps during the last nine months in the Village Complex. We have had newspaper reports which say that though Rs. 30 lakhs were spent on roofing and Rs. 25 lakhs on air-conditioning of the Talkatora Swimming Pool, that was abandoned on the expert advice of Mr. Z. S. Makosky, a British expert. There is also a newspaper report that the DDA stadium at Rajghat complex was constructed even against the advice of the Chief Architect, Mr. M. M. Rana according to whom the design was faulty. Therefore, all these make us apprehensive. And some of us who are deeply interested in sports would like to cooperate, and we are co-operating. And we would not like the Asiad to be a party affair or anything of that kind. The success of the Asiad means the success of the whole nation. I would in that connection like to know from the hon. Minister and also from Mr. Buta Singh as to what have you done regarding this allegation that cement and steel are being diverted to open blackmarket. And, in fact, one current joke which Mr. K. C. Pant told me is that from the moment the construction of the Asiad started, cement had become available in Delhi which was not available earlier. Is it a fact or not? This is a pertinent question which I would like the Minister to answer. What is the independent machinery that you have set up or quality control because the newspaper report again says that though the Chief Technical Examiner under the Home Ministry should exercise quality control, the DDA has opposed it, and they have set up one of their own officer. And if an independent machinery is not there, obviously how can you ensure quality control in all your constructions? I would like to know what is the machinery that has been set up to see

fy-over,

[Shri Dinesh Goswami]

that adulterated stuff and staff are not allowed to creep in the Asiad. You know, Sir, that there has been a question in the morning that a number of persons have gone abroad for which there is no reason to go abroad, and there is adulterated stuff both in the staff and the stuff that you put in.

Sir, this is not an isolated incident. A number of cases are there earlier where these accidents took place. Has any enquiry been made, has some enquiry taken place about those accidents, and has any responsibility been fixed? Or, shall we go on with this type of removing enquiry because, as I said earlier, during the last nine months, there have been three mishaps in the Village Complex. Has any enquiry been made? Obviously you cannot have an enquiry where the enquiry report will come after the Asia_n is completed. Here, you must have the type of report which comes within a month or so, so that the loopholes may be plugged. I would like to know whether you have made any enquiry in the earlier cases where this type of mishap has taken place, and what has been the result. The other question that I would like to know is whether under the contract with the National ; Project Construction Corporation there is a provision for sub-contract also. Do you permit a sub-contract? You have got a contract with the National Project Construction Corporation. Do you permit a sub-contract under the conditions of the contract? And if you permit, what is the machinery, what is the safeguard to see that the sub-contractor is fully qualified to continue with this work? What is the machinery that you have got to oversee the working of not ^{only} the NPCC but also the sub-contractor?

Therefore, Sir, I have got four questions to put. Firstly, what is the machinery that the Asiad Organising Committee has set up to see that these construction works are done properly\ particularly regarding the quality control? Or is it left to the DDA alone? My next question is whe-

ther sub-contract is permitted under the provisions of the contract. And what guarantee and what machinery is there to see that the sub-contractors, if permitted, are fully qualified for the job? My third question would be whether you have done any investigation regarding the earlier cases of mishap and whether any responsibility has been fixed. Finally, I wanted to know whether the Government has seriously gone into the question of diversion of cement and steel, and if so, what is the result of this enquiry. These are the specific questions that I would like to be answered.

SHRI KEDAR PANDE: Sir, I have already indicated that this contract has been awarded to the NPCC, a public sector undertaking. The DDA have got so many agencies to keep an eye on the quality control. So, this body which keeps an eye on the quality control.

MR. DEPUTY CHAIRMAN: You reply to your part.

SHRI KEDAR PANDE: Sir, the points which have been raised will be looked into by the enquiry committee.

MR. DEPUTY CHAIRMAN: Just a moment. He wanted to know whether the NPCC has given a sub-contract.

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTTA SINGH): Yes, Sir.

MR. DEPUTY CHAIRMAN: Under what condition?

SHRI KEDAR PANDE: The NPCC have got sub-contractors for all jobs. NPCC is rather the main body, the public sector. They may have subcontractors.

MR. DEPUTY CHAIRMAN: In this case, have they got or not?

SHRI KEDAR PANDE: They have got.

SHRI BUT A Sir GH: With your permission, may I xpress my thanks to Shri A. G. Kulk rri and Shri Gos-wami for extendin their support for the arrangements of Asiad going to take place in 1982.

Sir, Shri Kulkani mixed up in his question 2—3 proj* ct.; when he said that design was di fective. I do not know which desig he was mention ing, whether of th swimming pool or of the indoor stad turn. Then he said about Mr. Makow ;ky's visit and his recommendations /hich were not ac cepted. I do not know which project he is mentioning < f. Visit of Mr. Makowsky took p/ ice both in the case of the indoor stad Jrti and also for the swimming pool, a id this will cover », partially the que? ions raised by Shri Goswami. Sir, tl l swimming pool at Talkatora orgina) y was designed as an air-conditione closed <joor swim ming pool. But 'S the time was very short at our disp sal there were some very major mod fications in the roof design but it wa felt that if we were to go into all tl ;sc modifications; it may not be possible for us to have th pool at all.

Therefore, it i raj decided that for the Asian Game we will have an open-air swimm ing pool, without roof, and it will not be air-conditioned and it will be a swin ming pool conforming to international standards. When Mr. Makowsky visit' d us he wag primarily here to check ne designs of the indoor stadium a fie Indraprastha. He had been invit d by the consultants, and, therefore, he checked all the designs and fo ntl that the designs were all right but he only suggested some modificat ens at the time of erection by w? f of precaution. The designs were soproved by him. We took the advai tage of his visit; we took him to t' e swimming pool also, because he is world-known authority on such str iclures. He was also of the opinion that if we have to implement all t e modifications sugges ted in the roo of the pool, then, perhaps, this ma not be ready before the Asian Ga iei. He did not express I

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any opinion about the safety or otherwise of the designs. He said designs were good but it would take a long time if we were to implement all the modifications suggested. Therefore, we cannot have a closed swimming pool, having a roof, for the Asian Games and the swimming pool at Talkator* will fee without roof.

श्री लाडली मोहन निधम : उसके बाद क्या आप उसको एयर-कंडिशनड कर देंगे ?

SHRI BUTA SINGH: The warm-up swimming pool which is part of this broader complex, will be air-conditioned; the other swimming pool where the competitions will be held, will be open. It will be for the authorities—the NDMC who own the pool—to have it air-conditioned later on if they so desire; there is scope for having a roof and having it air-conditioned. About the indoor stadium, as I said, Mr. Makowsky suggested only a few precautionary measures at the time of erection and we are following them. We have not rejected any of his recommendations; rather we have valued the recommendations for construction of a very very delicate design of the roof of the indoor stadium of Indraprastha.

Mr. Goswami raised the question of a machinery available for quality control and for ensuring safety. Sir, there is a very high-powered committee, called Steering Committee which has the powers of Cabinet and in that Steering Committee there is a sub-committee headed by Secretary of Works and Housing. He is monitoring not only the progress but there is an independent cell in the C.P.W.D. to check the quality and quantity. That cell constantly keeps an eye on all the projects going on and they take random samples from the works done by various agencies. That cell is an independent agency; that is neither with DDA nor with any other agency which is involved in con-•truction of these projects. That is an independent agency checking the quality of all the projects which are

LShri Buta Singh]
going on for the Asian Games. Therefore, there is an independent machinery which is monitoring the quality and the quantity of the various projects going on. He has asked about the enquiry conducted in regard to the various accidents which had taken place so far. Sir, a serious accident took place at Indraprastha. Unfortunately, a worker died in this accident. He was sitting on the edge of a big nullah, where the pipes were being laid for the drainage. He just slipped. He was not connected with the activity. Pipes were being laid. He was sitting on a mound of earth. He just slipped and he fell. Three-four other workers also slipped, and fell. Unfortunately, he died. In regard to this accident, an enquiry is being held by the DDA. At the Games Village minor accident took place. These are also being enquired into by the DDA. Here, in this case, the hon. Minister has given in detail the terms of reference of the enquiry, the nature of the enquiry and so on. This is an independent authority which is going to look into this mishap. Here also, you must have observed from the statement of the hon. Minister that it is the shuttering, the fastening, the scaffolding and other things which are primarily the cause, as it has appeared in the Press also, which seem to be the immediate cause. As has been rightly pointed out by the hon. Minister, there are already four-five sections, where the slabs have been put, where the concrete has been poured. Here in this case, the concrete was being poured. It was very green. It could not stand because there was some fault in the shattering by in the scaffolding. This is being looked into.

Then, Sir, the other question which the hon. Member had asked was about the sub-contractors. In these cases, where big projects are evolved, for odd jobs, for small jobs, it is provided and it is permissible for the main contractor to employ sub-contractors to expedite the work. But the ^{major}

Works are done by the main contractor. Only odd jobs, small jobs, are done by the sub-contractors. This is permissible. There is no bar.

SHRI NAGESHWAR PRASAD SHAHI (Uttar Pradesh). Mr. Deputy Chairman, Sir, J^T rTsrr BfelfiT tfffS

sm^ foTTi?3 3T?T3- . . .

SHRI BUTA SINGH: Sir, I am not yielding.

SHRI NAGESHWAR PRASAD SHAHI; Sir, this is the rule of the House. Mine is a point of order.

MR. DEPUTY CHAIRMAN: Let him complete his reply.

SHRI BUTA SINGH: Sir, unless you uphold the point of order. I am not yielding.

MR. DEPUTY CHAIRMAN; Mr. Shahi, what is the point you are making? Not on this subject?

SHRI NAGESHWAR PRASAD SHAHI; Not on this subject.

MR. DEPUTY CHAIRMAN: Are you raising some procedural objection?

SHRI NAGESHWAR PRASAD SHAHI; Sir, this very Minister* * * * * when this matter was raised in this House... (Interruptions)'

SHRI BUTA SINGH; Sir, I take this as a personal insult.

MR. DEPUTY CHAIRMAN: Mr. Shahi, you should withdraw these words. (Interruptions)

SHRI NAGESHWAR PRASAD SHAHI; Mr. Deputy Chairman, Sir...

MR. DEPUTY CHAIRMAN; This will not go on record, what Mr. Shahi has said. Mr. Shahi, you should use proper words. In the heat of argument ... (Interruptions)

****Expunged as ordered by the

SHRI NAGISHWAR PRASAD SHAHI:
You rave that word.

SHRI SYED SIBTE RAZI (Uttar Pradesh); Sir, I stand on a point of order. Has a senior Member the right to interrupt in this House, in this way? (*Interruptions*)

SHRI NAGISHWAR PRASAD SHAHI: Sir, this very matter was raised in this House...

MR. DEPUTY CHAIRMAN: This is not a point of order. (*Interruptions*) He was replying to the questions. You did not hear a word. I am sorry, Mr. Shahi. You did not hear a word of what he said. You just come here and raise a point of order. Let him reply to the question which had been raised by Mr. Iqbal Singh Goswami.

SHRI NAGISHWAR PRASAD SHAHI; Sir. I heard. I was sitting there. (*Interruptions*) Mr. Buta Singh cannot escape in this way. When we said that ASIAD is being held up, he said 'that new world Seti' completed before June. I realise of this hurry, because of this thing,-----

MR. DEPUTY CHAIRMAN; This is not a point of order. Do not record anything, I do not allow. This is not a point of order. Do not record anything of what Mr. Shahi says. Mr. Buta Singh please; se.

SHRI NAGISHWAR PRASAD SHAHI: •

SHRI DINESH GOSWAMI; Sir, let him answer my two questions.

MR. DEPUTY CHAIRMAN; How can he answer?

SHRI DINESH GOSWAMI: I appreciate that. (*Interruptions*) What special steps is he taking to ensure that the sub-committee members are qualified to do the job? He has raised two questions.

SHRI BUTA SINGH: Sir, when I was speaking, I hon. Member raised

•Not recorded.

fly-over

a point of order. Sir, I have also been in Parliament since 1962. When a Member is on his feet, he is allowed to complete the sentence. Perhaps, it is only this time he has been allowed a point of order. I have also been a Member. I should have been allowed to complete my sentence. But since you, in your wisdom, permitted him, I sat down. This only shows the type of culture that the members of his party and his party is introducing in this House.

SHRI NAGESHWAR PRASAD SHAHI:
Your Minister, don't talk of culture.

MR. DEPUTY CHAIRMAN: You know their views. (*Interruptions*)

SHRI BUTA SINGH; This is the culture that his party...

SHRI NAGESHWAR PRASAD SHAHI:
Last time when ASIAD was being discussed, he used a very filthy language.

MR. DEPUTY CHAIRMAN; But you should not use that language.

SHRI BUTA SINGH; If he can quote a single word 'from what I have said which is distasteful. (*Interruptions*)

श्री लाडली मोहन निगम : आप
का अन्तुल कल्चर हो सकता है हमारा
कल्चर हमारे पास रहने दो ।

SHRI NAGESHWAR PRASAD SHAHI;
You talk of culture. Do you know what is culture?

SHRI BUTA SINGH; If I call you
... (*Interruptions*) You do not
know what is culture. You have not

SHRI NAGESHWAR PRASAD SHAHI:
You have not

Expunged as ordered by the Chair.

MR. DEPUTY CHAIRMAN; Don't record anything. These things will not go *on* record. DtAi'f record such thing. We should have respect for each other.

SHRI P.N. SUKUL (Uttar Pradesh): Sir, this is n₀ remedy. Anybody criticises in bad language...

MR. DEPUTY CHAIRMAN; Bad language is not going on record.

SHRI P. N. SUKUL; Merely keeping it off the record will not serve the purpose. Action should ^{De} takrti •gainst th_e person who uses such language. He must be turned out of this House.

SHRIMATI USHA MALHOTRA: So that an example is set for the future.

SHRI NAGBSHWAR PRASAD SHAHI; These a_{re} the words which you people deserve.

SHRIMATI USHA MALHOTRA: You got what you deserved. What w_e deserved, we got.

SHRI P. N. SUKUL; With impunity he wants to misbehav_e and use those words. H_e must be turned out.

MR. DEPUTY CHAIRMAN: I have not allowed those words.

SHRI SYED SIBTE RAZL'Sir, Mr. Shahi should go for a* He ha_s insulted all Members of the House. We take strong exception to that. He said-'You all deserve those words'. This is very bad.

SHRI P.N. SUKUL: Against your ruling, I walk out.

(At this stage, the hon. Member left the Chamber)

MR. DEPUTY CHAIRMAN; There is no ruling.

♦Expunged as ordered by th_e Chair.

SHRI BUTA SINGH; Evai the sub-contractor is covered by the penalty clause. He cannot run away from it. If something serious is found against the sub-contractor, he will also be taken up.

SHRI LAL K. ADVANI: Sir, this is th_e second tragedy that has occurred iⁿ a week and I think it would be short-sighted o_n the part of the Gov-orment to regard it as a mere accident. It should be deemed to be ^a kind of a warning for us, a kind of portent that unless the shortcoming-; in the entire arrangements relating to th_e ASIAD ar_e effectively attended to, we may hav_e similar tragedies occurring, God forbid; they should not occur. But it is likely. After all, there have been warnings even duriVig the P^{at} months. Every now and then, i_n this House and in the other House and in the press, there have been very serious complaints about the substandard quality of material that is being used in the various construction works and about the fact that there is black market in cement, steel etc. The Minister-in-Charge of ASIAD has very categorically asserted fti the other Hous_e that nothing of the sort is happening and all things are being attended to. He just how recounted how a Committee is monitoring the quality of material etc. I would be very happy if thes_e Committees that have been constituted and the officials responsible for it carry out their responsibilities ably and effectively. It does not seem so. In fact, in this particular ca_{Fe} of the Sewa Nagar tragedy I have with m_e today's Indian Express which quotes engineer belonging to the Transport Ministry. Obviously they cannot be named.

1.00 P.M.

It says;—

"Meanwhile, senior engineers of the Union Shippihg and Transport Ministry's director-general of road development said that th_e undue hast_e and scant regard for technical specifications had begun to tell c.n

the flyovers ^{nov} under construction for
Asiad." It goes on to add:-

"A senior engineer said that the collapse
of the Sewa Nagar flyover span was indict
Evidence of the inherent dangers is such 'rush
jobs'."

Now, the Committee which is going to
examine it will obviously examine this also.
Incidentally, I may point out to the Railway
Minister who said that this Inquiry Committee
does not comprise of any engineer from the
railways that perhaps he has not gone through
the note which he himself has given to us in
which it is stated that the high power
committee comprises of the Chief Engineer
(Bridges), Ministry of Shipping and
Transport and Director (Research) of the
RDSO, Ministry of Railways, Lucknow.
Therefore, it is the Ministry of Railways also
and a senior engineer from the Ministry of Rail-
ways is also associated with the inquiry.

SHRI KEDAR PANDE: Those particular
engineers involved.

SHRI LAL K ADVANI: How can those
particular engineers be associated with it? Inci-
dentally, Sir, I sympathise with Mr. Pandey
that he should have been entrusted with the
job of replying to this. Already he has so
many railway accidents on his hand and, to
add to them, this flyover accident has taken
place—on top of them all. In fact, if
technically we were to go through it, I would
say that the Minister for Enquiry who is
responsible for the NPCC should have been
here—technically. Anyway, as I said, if the
House is to be enlightened, perhaps Mr. Buta
Singh will enlighten us more because he is
connected with the Asian Games.

Now I put my questions. I will start from the
question that my colleague, Mr. Goswami,
posed but which I think has not been
answered as yet. I believe that when the Rail-
ways entrust the task of building

fly-over

this flyover to the NPCC, the WPCU cannot
sub-contract without the written permission
of the Railways and therefore giving this sub-
contract to Mr. Sadhu Singh or A, B, C, D
without the Railways' permission is a violation
of the contract. I would like to know from the
Railway Minister whether any written
permission has been taken by the NPCC. The
NPCC may be a Government of India body
but that makes it all the more imperative that
they should abide by the rules and the rule
here is that without the written permission of
the original party which is giving the con-
tract—in this particular case the Ministry of
Railways though I would think that the Delhi
Municipal Corporation is also a party, in a
way, because in fact the figures given by Mr.
Pande show that the Railways are to pay Rs
79 lakhs whereas the Municipal Corporation
of Delhi is to pay Rs. 3.10 crores. The bulk of
the money is to come from the Delhi
Municipal Corporation and therefore the
Delhi Municipal Corporation is also a party,
in a way. Whatever may be the position
technically and legally, my question is
whether written permission was taken by the
NPCC for sub-contracting to Mr. Sadhu
Singh.

Secondly I would like to know whether the
Ministry of Railways is aware that the NPCC
had earlier been given the contract for the
Safdarjung flyover and there was a similar
collapse and a similar tragedy at the
Safdarjung flyover in which several persons
had lost their lives, as far as I recall, I may be
slightly incorrect in this point. But I want to
know whether while giving the contract to the
NPCC, the Railways have examined its
precedents and performance when it is used
to sub-contracting and when it does not have
the required capacity to construct the project
on its own. This is my question number
two.

My question number three is this—Sir, I do
not know whether the Railway Minister is
aware of it but Mr. Buta Singh, I am sure,
must be aware

of it, that there is, in Delhi, a body-by the name of Delhi Urban Arts Commission—and this is a statutory body constituted under an Act of Parliament—which we had passed—and no construction, obviously including the flyover, including all flyovers, including hotels can be constructed without first going to the Delhi Urban Arts Commission. I do not know whether Mr. Pande has seen the Report of this Commission, the Report for 1980-81, in which it has taken serious objection to the fact that it has been virtually by passed in the 1 matter of these projects which are being undertaken for the ASIAD. it has taken serious objection to it and pointed out that there ha_s been a violation of the law by the local authorities of Delhi in the matter of construction of these fly-overs. It is pointed out that this fly-over was not at all necessary, but nevertheless the authorities are going ahead with it. I would like to know the facts in thi_s regard whether the Commission's Report has been examined in this light and whether due corrective steps have been taken.

Sir, one thing more. In Delhi, today seven fly-overs are being constructed in connection with the Asian Games. One of these has been entrusted to Mr. Kedar Pande being incharge of Railways, because it goes over a railway line—perhaps along the railway line or over it.

MR. DEPUTY CHAIRMAN; Over-head railway.

SHRI LAL K. ADVANI: I wish to point out that this particular Bridge, the Sewa Nagar Bridge, i_s very important. While the other bridges and the other fly-overs are intended to relieve the congestion of traffic, this particular Bridge is the entrance to the Lodi Stadium, the main Stadium for these Game. This is the bridge that leads you to the Stadium. This is the bridge ove_r, which all the sportsmen and the athletes will go while

going to the Asiati Games village near Gulmohar Park. They will be going via this Bridge. Three months back, when thi_a accident had not taken place, in the month of September, I find that one of the officials connected with the construction of this Bridge expressed some anxiety a_s to whether it would be completed in time and the Hindustan Times had supported the official that if it was not completed there would probably be no entry to the main Stadium. (*Interruptions*) I am merely quoting an official's view and as reported in the press, which may be a slight exaggeration. But it certainly point_s out that the construction of the Sewa Nagar fly-over in time is imperative for the Stadium itself, for the Asian Games themselves.

Sir, my colleagues here hav_e referred to their attitude to the Asian Games. I would like to say that I am not one of those who are opposed to the holding of the Asian Games. After all, I was in Government when the Government took this decision. But th_e decision that we took when we were in Government wa_s to hold a modesl, utilitarian ASIAD. It was not the kind of five-star ASIAD that you propose to hold now. And ^{we} had planned to spend about Rs. 27 crores on these Asian Games. It may be that the amounts published in the press are somewhat exaggerated, but after all when you are going in for five-star hotels at thi_s time, when you are going to construct seven fly-overs at this time, each costing Rs. 4 crores— there also, today it is Rs. 4 crores, tomorrow it may be Rs. 6 crores—and when you ar_e going to spend Rs. 500— 600 crores which is not provided in the plan of Delhi, which is something extra, I am opposed to this kind of extravaganza. This is wrong. I do not think this should be there. Even now there could be a review and readjustment of the entire plan. There are certain things that could be omitted • (Time bell rings) I am merely putting questions. Mr. But_a Singh volunteered to say something about

the swimming pool, about the indoor stadium. I would not have asked him about these, but since he has volunteered it himself, he should not try to mislead the House

MR. DEPUTY CHAIRMAN: Somebody referred to it and so he said it. You put the question.

SHRI LAL K. ADVANI: Then, Sir, they keep on saying that everything is moving on time. The other day, the Consultative Committee was actually taken there, the Members of Parliament were taken there and shown everything and it was explained that everything is going on as per schedule. There is one request to Mr. Buta Singh. He has an agency called the Programme Evaluation and Review Technique (PERT). Is it not true that so far as the Indoor Stadium is concerned, the PERT has evaluated that the Players Block is two months behind schedule, that the Administration Block is two-and-a-half months behind schedule that the Coaching Block is three months behind schedule, that the public plaza is two-and-a-half months behind schedule and that the eight pylons, the massive towers which are to support the roof, are three months behind schedule? You have referred to the architect from abroad, Mr. Makovsky. I would like to know from you whether it is not true that the Triveni Structural which is a Government of India undertaking, has said that the eight pylons were not equidistant. These are very serious matters. Because of these structural defects in the construction of the Indoor Stadium and those in the construction of the swimming pool, I have described them as modifications which will have to be undertaken in order to ensure that the swimming pool is completed in time. Sir, the fact is that there were structural defects, because of which the plan for the Indoor Stadium, the covered stadium, the air-conditioned stadium had to be abandoned. The ASIAD is to be held in the month of November 1982. Within that time

fly-over

there has to be an open swimming pool where these games are to take place.

Lastly, after all the purpose of holding the Asian Games or major sports tournaments of this kind is to ensure that sports get a fillip in the country. This is the prime purpose. I would like to know the percentage that is being spent on the training of the athletes and sportsmen. Holding on camp at Patiala is certainly not enough when you think in terms of the total amount that is being spent, which is something like Rs. 400 crores or Rs. 500 crores or Rs. 600 crores. It would go on escalating by the time we reach November, 1982. How much of it has been set apart for the training of the athletes and sportsmen? To my knowledge it is not even 1 per cent. This is my charge.

These are the questions I ask Mr. Kedar Pande and Mr. Buta Singh.

SHRI KEDAR PANDE: There are a few questions, and I will just reply. The Sports Commission has given its approval to the scheme submitted by the NPCC. That is a major one. The Railway Ministry is not aware of any contract having been given to the NPCC in respect of Safdarjung.

SHRI LAL K. ADVANI: Are you not aware? You said just now that it has been given.

SHRI KEDAR PANDE: Not this particular fly-over. These are the two important questions that you have put.

SHRI LAL K. ADVANI: I asked you about the contractors.

SHRI KEDAR PANDE: The NPCC has got certain subcontractors so far as this scheme is concerned.

SHRI LAL K. ADVANI: Was your permission taken for sub-contracting this project?

SHRI KEDAR PANDE: That is not i
essential.

SHRI V. GOPALSAMY (Tamil-
nadu): That is a relevant question.

SHRI KEDAR PANDE: It is not
essential that they should have petty
contractors with ou_r permission.

SHRI LAL K. ADVANI: I wish the
Minister checked ^uP the whole thing.

SHRI KEDAR PANDE: The scope of
this question i_a very limited, but the
whole Asian Games have come in.

SHRI BUTA SINGH: Sir, the hon.
Member has made a reference to some of the
news items published in today's papers that
some of the top engineers of the Ministry of
Transport and Shipping had given their
opinion. Sir, to the best of my knowledge,
on the information that I have with me at the
moment, no top official or engineer or any
Director General has given any such
statement. I do not know from wher* It has
come. The second thing wiwb the hon.
Member asked was | partially covered by the
reply of the ^lhon. Railway Minister. Sir, the
Delhi Urban Arts Commission is a member
of that committee which gives approval to
all these projects. Invarl-ably they sit with us
and they discuss with us. I do not know from
where th_e hon. Member got th_e particular
report which he has Just now mentioned, i
have not seen It. But I will go through it.

SHRI LAL K. ADVANI: It Jj from
the Library that I got it. (*Interrup*
tions) II'

SHRI BUTA SINGH: All the projects
that We have so far executed or are
under execution are planned and got
sanctioned by the Delhi Urban Artg
Commission. Therefore, there is no
question of by-passing the Delhi Urban
Art_s Commission. They may have their
ow_n view_s about having a particular
flyove_r, at a particular point...

fly-ove_r
SHRI LAL K. ADVANI: Sir, at this
point may I interrupt him to quote this?

"The design of the indoor stadium at
Indraprastha wa_g brought to the
Commission only at a stage when
admittedly 40 pe_r cent of the cons-
truction work was already over."
(*Interruptions*)

SHRI BUTA SINGH: They have given
us sanction. I do not know the details
because I have not gone into the details of
each project, but I can say that every
project has been cleared by the Delhi
Urban Arts Commission. Sir, the hon.
Member is unfortunately not well-
informed about entrance to the main
stadium. It is not the only entrance. There
is the other big entrance from the Lodi
Road side; it is a si_jx-lane road, a very
w_id_e road opening towards the main
stadium the Jawaharlal Nehru stadium
and people will come from the main en-
trance. And thi_s flyover in question will
also be ready. This is only a mishap at
one of the slabs. You must have seen
from today's papers also tkxt we are
assured by the contractors and other
agencies executing this project that this-
mishap will not stand in the way of the
completion of the Project.

Sir, I do not want to reply to «11 the
points made by the hon» Member with
regard to the very basis of holding the
Games. He has some difference In
approach towards the preparation for the
Asiad. He and his colleagues outside
Parliament have been giving their own
versions. Now work Is in progress. At
this moment to hold it back or to cancel it
or to review it will be counter-productive.
This is all I can say.

SHRI LAL K. ADVANI: Training of
athletes?

SHRI BUTA SINGH: About training
of athletes, during the Question Hour the
hon. Minister of Education gave an
elaborate reply about the

various training schemes going on at the moment. But the figure, that the hon. Member has given, that it is not even 1 per cent of what is being spent on the Games, is not correct. Sufficient facilities are being given. In cooperation with the national federations and associations and under the supervision of the Indian Olympic Association, to the extent possible within the given means of the Government of India and the Organising Committee, we are doing our level best to see that the Indian athletes get the best training not only in India but anywhere else. Wherever they are available, we are sending our teams.

SHRI BUTA SINGH: About the report of the expert committee that certain activities in the Indoor Stadium are behind schedule, I would say that there are minor slips but not to the extent quoted. This report itself is two months old.

MR. DEPUTY CHAIRMAN: The discussion will continue.

(The House then adjourned for lunch at 12.30 p.m.)

The House then adjourned for lunch at eighteen minutes past one of the clock.

The House resumed, after lunch, at thirty-two minutes past two of the clock, Mr. Deputy Chairman in the Chair.

MR. DEPUTY CHAIRMAN: Hon. Members, Calling-Attention has not been finished yet. So, I would like to know, if the Members agree, we can finish the Calling-Attention and then take up the official business.

श्री सुन्दर सिंह भण्डारी (उत्तर प्रदेश):
पाँच बजे के बाद इसको लिया जाये।
ढाई बजे से पाँच बजे तक नान-ऑफि-

fly-over

शियल डे है और सरकारी काम पाँच बजे के बाद होना चाहिये। पहले भी लिया गया है और आज भी लिया जाना चाहिये नहीं तो प्राइवेट मैम्बर्स बिजनेस का कोई महत्व नहीं रह जाता। इसीलिए मेरा कहना यह है कि प्राइवेट मैम्बर्स का रेजोल्यूशन पहले लिया जाना चाहिये। पहले उस पर चर्चा हो।

SHRIMATI KANAK MUKHERJEE (West Bengal): Let us finish the Calling-Attention.

SHRI MULKA GOVINDA REDDY (Karnataka): This is not Government business. This is non-official business.

संसदीय कार्य विभाग में राज्य मंत्री (श्री सीताराम केसरी): हमको कोई एतराज नहीं है। लेकिन वे कहते हैं पाँच बजे के बाद, इसमें हमको कोई एतराज नहीं है। मगर चूँकि कार्लिंग अटेंशन कान्डीन्यूड था, इसलिए . . .

MR. DEPUTY CHAIRMAN: Then we shall go after 5 O'clock.

SHRIMATI KANAK MUKHERJEE: Why not we finish the Calling-Attention now?

MR. DEPUTY CHAIRMAN: No, because some Members are objecting to that. Under the procedure we cannot do that. We shall have to wait till 5 p.m.

SHRIMATI KANAK MUKHERJEE: Is it that this Calling-Attention will be taken up at 5 O'clock?

MR. DEPUTY CHAIRMAN: Yes...

SHRI NARASINGHA PRASAD NANDA (Orissa): I have a suggestion to make. Of course, Mr. Bhandari has suggested that the Calling-Attention be taken up later, but...

MR. DEPUTY CHAIRMAN; Unless he agrees...

SHRI NARASINGHA PRASAD NANDA: We have had this kind of experience in the past. So, the Rules Committee has gone into this question and it has made certain concrete suggestions, and till the recommendations of the Rules Committee are accepted at least till then, whatever convention has been there—or, it may not be a convention, but since we have been 'finishing the Calling-Attention if it is of importance—let us not make an exception now. I will tell you my own experience. In my own case where I objected very strongly but the other Members felt, no no, let the Calling-Attention continue...

MR. DEPUTY CHAIRMAN; Then you agree to that.

SHRI NARASINGHA PRASAD NANDA; No, no, I did not agree; there is no question of it. Since it was relating to a matter of importance, it was considered that it should be taken up first...

MR. DEPUTY CHAIRMAN; That is a different matter.

SHRI NARASINGHA PRASAD NANDA; Just listen to me. The Rules Committee has made certain recommendations. After those recommendations are accepted by the House, automatically this thing will come; the contention that Mr. Bhandari is making will come automatically.

MR. DEPUTY CHAIRMAN: I cannot help Mr. Nanda. You persuade other Members.

श्री सीताराम केसरी : भण्डारी साहब से बात कर लीजिए ।

श्री उपसभापति : वे भी विरोध कर रहे हैं, बागाईतकर जी भी विरोध कर रहे हैं, यादव जी जो कह रहे हैं तो मैं क्या करूँ ?

श्री हुसमदेव नारायण यादव (बिहार) :
प्राइवेट मेम्बरस बिजनेस के समय में कटौती
न की जाय ।

ANNOUNCEMENT RE. GOVERNMENT BUSINESS FOR THE WEEK COMMENCING 14TH DECEMBER, 1981

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI SITA RAM KESRI): With your permission. Sir, I rise to announce that Government business in this House during the week commencing 14th December, 1981, will consist of:—

1. Further consideration and passing of the National Bank for Agriculture and Rural Development Bill, 1981, as passed by Lok Sabha.

2. Discussion on the Resolution seeking approval of the Proclamation issued by the President in relation to State of Kerala.

3. Discussion on the Resolution seeking approval of the Assam Notification relating to declaration of certain Services as Essential Services.

4. Consideration and passing of:—

(a) The Major Port Trusts (Amendment) Bill, 1981.

(b) The Chaparmukh Silghat Railway Line and the Katakhal-Lalabazar Railway Line (Nationalisation) Bill, 1981, as passed by Lok Sabha.

5. Consideration and return of the Appropriation Bills relating to the following after they have been passed by Lok Sabha:—

(a) Supplementary Demands for Grants (Railways) for 1981-82 and Demands for Excess Grants (Railways) for 1979-80.