

(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 Restoration 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 of Absorbent Cotton.

(xviii) Fifteenth Report (7th Lok Sabha) on Collaboration Agreement for manufacture of diesel engines 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 Asiad, at Sewanagar, Defence Colony in South Delhi, causing injury to 25 labourers

MR. DEPUTY CHAIRMAN: Calling-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 position 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-

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 Works 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 शायद 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 : जहाँ तक इस कॉलिंग अटेंशन का सवाल है . . . (व्यवधान)

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

उपसभापति : जरा ठहरिए । मेरी बात सुनिये । जहाँ तक कॉलिंग अटेंशन का सवाल है, यह स्पेसिफिक मैटर 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, जहाँ तक कि ट्रांसपोर्ट मिनिस्टर का सम्बन्ध है—

the Transport Minister is sitting here and he is in charge of the Asian Games also. Mr. 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 PATIL): 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.

श्रीसदाशिवबागाईतकर : 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 आर्गुमेंट 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 KULKARNI: (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 KULKARNI: 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 KULKARNI: 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 KULKARNI: 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 उषा 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 सत्यापाल 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 सत्यापाल 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 सत्यापाल 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 ।

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, where horses, donkeys and even buffaloes 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 all 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 KULKARNI:**\*

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

**SHRI ARVIND GANESH KULKARNI:** I call the attention of the Minister of Railways to the reported collapse of the fly-over under construction, 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, construction 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 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 fly-over 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 comprises 15 spans of 25 metres on stilts with filled up approaches on either side having total length of 675 metres. Against the 15 spans of 25 metres on 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

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 beams 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 the mishap. Twenty-four persons got injured, 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 Construction Corporation, also rushed to the site. Nineteen persons were sent to the All India Institute of Medical Sciences and two to the Central Railway Hospital. The remaining three took private treatment. Out of these, 10 people were discharged from A.I.I.M.S. and two from Central Railway Hospital after first aid. Five persons were discharged on 10-12-1981 from A.I.I.M.S. Only four persons still remain in A.I.I.M.S. with grievous injuries.

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

**MR. DEPUTY CHAIRMAN:** Yes, 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 scaffolds 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, 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 Asiad 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 Asiad, 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 graver concern still—the haste with which we are executing the projects, 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 Asiad 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

[Shri Arvind Ganesh Kulkarni]

one has given way, which means in this particular case in the mixing of cement and sand, it might have been adulterated cement. So it seems that the sabotage theory is not a correct theory. The theory of political favours might stand ground; the haste and the sub-contracting to those who are not competent might be one of the reasons. I would like to be assured by the hon. Railway Minister on this. The Minister will ask me: How do you say that the cement is adulterated? Now, here is a co-operative spinning mill which is allotted cement by Mysore Cement owned by Birlas. The cement supplied was sub-standard. I got it examined at Walchand Engineering College. They said the cement is not as per the ISI standard. We sent it to the Cement Controller, Mr. Chanana was very kind to get it examined. He sent it to the company itself. You know the Birlas can control everything in this country. Ultimately they said that the cement is as per ISI standard. The College of Engineering and Birla's cement factory are in conflict. The sum total is that the cement supplied by Mysore Cement and Banayan Mineral Industries Kurnool, Andhra Pradesh is sub-standard. We were putting slabs for construction of this huge co-operative spinning mill. Suppose they give way, the workers will be crushed. What I want to say is that you should not take these complaints as politically motivated. If the opposition Members or the Press criticise the Government, they say that we are not prepared to listen...

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

SHRI ARVIND GANESH KULKARNI: I am not giving sermons. What is the use giving sermons to this Government? They will not have any effect. Perhaps, you might be interested in sermons...

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. Consep 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 of them are public sector undertakings and therefore, there should be no impression in the mind of anybody that some mischief has been done. So, one should be very very clear about it. That is all.

Now, I come to the next point. The honourable Member has raised all questions together. Here the limited question is about the collapse of the flyover at a particular 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 the scaffolding used was of the ACROW type manufactured by a well-known firm of Bombay and widely used all over the country. Now, this collapse is due to the weakness of the support.

SHRI ARVIND GANESH KULKARNI: I am asking you whether the complex system of scaffolding, the ACROW system of scaffolding or whatever it is, is responsible for this. It is your job to reply. His job is to reply about the quality of the material.

SHRI KEDAR PANDE: When the scaffolding was the standard one, there was no question of cement or this or that. The only weakness was in the support.

SHRI ARVIND GANESH KULKARNI: I am asking you one thing and you are saying something else. I am asking you whether the slab was put together 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 everything together. You are adopting a complex system by putting everything together. If you really understand this, you will reply well.

SHRI KEDAR PANDE: Yes, I understand.

SHRI ARVIND GANESH KULKARNI: Otherwise you will go on replying today, tomorrow and the day after.

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 was used. The same supports were there from the same 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 material 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 पंडे: 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 तो खामख्वाह फंसा दिया है । किसी  
और को पढ़ने को दीजिये ।

MR. DEPUTY CHAIRMAN: You know, the Railway Minister is the victim of accidents everywhere.

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

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 international 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 bringing nations 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 an 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. Makoasky, 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 co-operate, 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

[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 Asiad 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 whether

the 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 is 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 sub-contractors.

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

SHRI KEDAR PANDE: They have got.

SHRI BUTA SINGH: With your permission, may I express my thanks to Shri A. G. Kulkarni and Shri Goswami for extending their support for the arrangements of Asiad going to take place in 1982.

Sir, Shri Kulkarni mixed up in his question 2—3 projects when he said that design was defective. I do not know which design he was mentioning, whether of the swimming pool or of the indoor stadium. Then he said about Mr. Makowsky's visit and his recommendations which were not accepted. I do not know which project he is mentioning of. Visit of Mr. Makowsky took place both in the case of the indoor stadium and also for the swimming pool, and this will cover partially the questions raised by Shri Goswami. Sir, the swimming pool at Talkatora originally was designed as an air-conditioned closed door swimming pool. But as the time was very short at our disposal there were some very major modifications in the roof design but it was felt that if we were to go into all these modifications; it may not be possible for us to have the pool at all. Therefore, it was decided that for the Asian Games we will have an open-air swimming pool, without roof, and it will not be air-conditioned and it will be a swimming pool conforming to international standards. When Mr. Makowsky visited us he was primarily here to check the designs of the indoor stadium at the Indraprastha. He had been invited by the consultants, and, therefore, he checked all the designs and found that the designs were all right but he only suggested some modifications at the time of erection by way of precaution. The designs were approved by him. We took the advantage of his visit; we took him to the swimming pool also, because he is a world-known authority on such structures. He was also of the opinion that if we have to implement all the modifications suggested in the roof of the pool, then, perhaps, this may not be ready before the Asian Games. He did not express

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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 Talkatora will be without roof.

श्री लाडली मोहन निगम : उसके बाद क्या आप उसकी एयर-कंडिशन 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 construction of these projects. That is an independent agency checking the quality of all the projects which are

[Shri 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 or 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 involved, 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, मेरा एक छोटासा पॉइंट आफ़ ऑर्डर है। मैं इसलिए आया हूँ आपको रिमाइंड कराने . . .

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 NAGESHWAR PRASAD SHAHI: You remove that word.

SHRI SYED SUBTE 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 NAGESHWAR PRASAD SHAHI: Sir, when 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 questions which had been raised by Mr. Imash Goswami.

SHRI NAGESHWAR 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 he would get it completed before June. Because 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.

SHRI NAGESHWAR 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 he is taking to ensure that the sub-contractors are qualified to do the job? I had raised two questions.

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

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

\*Not recorded.

†Expunged as ordered by the Chair.

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

SHRI P. N. SUKUL (Uttar Pradesh): Sir, this is no 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 be taken against the 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 NAGESHWAR PRASAD SHAHI: These are the words which you people deserve.

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

SHRI P. N. SUKUL: With impunity he wants to misbehave and use those words. He must be turned out.

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

SHRI SYED SIBTE RAZI: Sir, Mr. Shahi should go for a\*. He has 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.

SHRI BUTA SINGH: Even 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 the second tragedy that has occurred in a week and I think it would be short-sighted on the part of the Government 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 shortcomings in the entire arrangements relating to the ASIAD are effectively attended to, we may have similar tragedies occurring. God forbid; they should not occur. But it is likely. After all, there have been warnings even during the past months. Every now and then, in this House and in the other House and in the press, there have been very serious complaints about the sub-standard 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 in the other House 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 these 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 case of the Sewa Nagar tragedy, I have with me today's Indian Express which quotes engineer belonging to the Transport Ministry. Obviously they cannot be named.

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It says:—

"Meanwhile, senior engineers of the Union Shipping and Transport Ministry's director-general of road development said that the undue haste and scant regard for technical specifications had begun to tell on

\*Expunged as ordered by the Chair.

the flyovers now under construction for Asiad."

It goes on to add:-

"A senior engineer said that the collapse of the Sewa Nagar flyover span was indicative 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 an engineer from the Ministry of Railways is also associated with the inquiry.

SHRI KEDAR PANDE: Those particular engineers who...

SHRI LAL K ADVANI: How can those particular engineers be associated with it? Incidentally, Sir, I sympathise with Mr. Pande 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 Energy 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 Railways entrusted the task of building

this flyover to the NPCC, the NPCC 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 contract—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 Safdarjang flyover and there was a similar collapse and a similar tragedy at the Safdarjang 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 antecedents and performance when it is used to sub-contracting and when it does not have the requisite 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 matter of these projects which are being undertaken for the ASIAD. It has taken serious objection to it and pointed out that there has 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 this 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, is 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 over which all the sportsmen and the athletes will go while

going to the Asian Games village near Gulmohar Park. They will be going via this Bridge. Three months back, when this 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 as 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 points 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 have 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 the decision that we took when we were in Government was to hold a modest, 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 this 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 are 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 re-adjustment of the entire plan. There are certain things that could be omitted. (Time bell rings) I am merely putting questions. Mr. Buta 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 also 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 who was invited here, Mr. Makowsky. I would like to know from you whether it is not true that the Triveni Structuralists 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 he 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

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 one 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 Delhi Urban Arts Commission has given its approval to the scheme submitted by the NPCC. That is number 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 sub-contractors 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 essential.

SHRI V. GOPALSAMY (Tamilnadu): That is a relevant question.

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

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

SHRI KEDAR PANDE: The scope of this question is 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 where it has come. The second thing which the hon. Member asked was partially covered by the reply of the hon. Railway Minister. Sir, the Delhi Urban Arts Commission is a member of that committee which gives approval to all these projects. Invariably they sit with us and they discuss with us. I do not know from where the hon. Member got the particular report which he has just now mentioned. I have not seen it. But I will go through it.

SHRI LAL K. ADVANI: It is from the Library that I got it. (Interruptions)

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 Arts Commission. Therefore, there is no question of by-passing the Delhi Urban Arts Commission. They may have their own views about having a particular flyover at a particular point...

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

"The design of the indoor stadium at Indraprastha was brought to the Commission only at a stage when admittedly 40 per cent of the construction 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 six-lane road, a very wide road opening towards the main stadium the Jawaharlal Nehru stadium and people will come from the main entrance. And this 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 that 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 all 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.

श्री लाल कृष्ण आडवानी : टाइम शेड्यूल के बारे में मैंने पूछा है।

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 slippages but not to the extent quote. 'This report itself is two months' old.

MR. DEPUTY CHAIRMAN: The discussion will continue.

अब सदन की कार्यवाही ढाई बजे तक के लिए स्थगित की जाती है।

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

The House reassembled, 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 non-official business.

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

शियल डे है और सरकारी काम पांच 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 ऐतराज नहीं है। लेकिन वे कहते हैं पांच बजे के बाद, इसमें हमको कोई ऐतराज नहीं है। मगर चूकि कालिंग अटेंशन कान्टीन्यूड 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 उपसभपति : 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, मेम्बर्स 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 Silighat 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.