

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b) Yes, Sir. Cochin Dock Labour Board adopted the Cochin Unregistered Dock Workers (Regulation of Employment) Scheme, 1979 for decasualisation of Supervisors, Assistant Supervisors, Foremen, Assistant Foremen and General Purpose Mazdoors and recommended the same for Government's approval.

(c) and (d) Government have accepted the proposal in principle. However, under Section 4 of the Dock Workers (Regulation of Employment) Act, 1948, Government is required to pre-publish the draft Scheme for public comments and action for this purpose is being processed.

SHRI S. KUMARAN: May I know from the hon. Minister whether it is not a fact that the said scheme has been sponsored by the Cochin Dock Labour Board on the basis of a suggestion made by the Ministry of Transport?

SHRI BUTA SINGH: Sir, this scheme has not exactly been sponsored. The Board, in its meeting in December, 1979, had resolved to decasualise the categories of Supervisors, Assistant Supervisors, Foremen and Assistant Foremen and General Purpose Mazdoors under unregistered scheme. This was done on the advice of the Cochin Dock Labour Board.

SHRI S. KUMARAN: Sir, there is a strike notice pending before them. The trade union, had sent a strike notice. They are waiting for more than six months. How long do you want the workers to wait for the sanction of the Central Government? Usually six months is a long period. When will the Government give sanction for the implementation of the scheme?

SHRI BUTA SINGH, Sir, as stated in the main reply it is only five months that have been taken, not six months. As I stated, in principle Government has accepted the scheme. It has to be pre-published. It requires about two months by which time objections from the public will be called for, and after that Government will examine the objections and then take final decision in the matter.

*284. (The questioners (Shri Leonard Solomon Saring and Shri Pra-senjit Barman) were absent. For answer vide col. 38-39 infra).

MR. CHAIRMAN: I am afraid, as I was said in the other House by the hon. Speaker, when the Members put a question, they should be here because it entails a great deal of work upon the Ministries to prepare the reply.

Expenditure on Unnao Bypass

*285. SHRI PILOO MODY:† SHRI

R. R. MORARKA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there had been a delay of about 3 years in the completion of the Unnao bye-pass to new Ganga Bridge resulting in the increase of its estimated cost by about 2-1/2 times; and

(b) what are the details of the original estimate, the actual cost and the reasons for such a large increase?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b) A statement is laid on the Table of the Sabha.

†The question was actually asked on the floor of the House by S/i/---, *iloo Mody

Statement

The Unnae bypass, also northern approach to Ganga bridge, length 17.3 Km, was sanctioned in 1972 and was scheduled to be completed in 1975. Its completion was 'directly linked with the completion of Ganga bridge, southern approach and minor bridges on the approaches. The works on the Ganga bridge and approaches had to be slowed down in the years 1973 to 1975 due to low allocation of funds for development of National Highway after 1973 Oil crisis.

The road embankment for the bypass was completed in 1975. However as a result of floods during the year 1975 and then again in 1976, it became necessary to provide for more openings by way of two additional bridges, additional protection works and raising of road including review* of pavement design. These factors contributed to delay and major portion of the project ^{was} complete^ in December 1976 except a five-km portion near the town proper where coordination with other agencies like Railways and State Electricity Board was also involved and that stretch got completed in March 1978,

Apart from increase in the cost of labour and materials after the 1973 oil crisis increased scope of work necessitated taking into account the effects of floods of 1975 and 1976 led to increase in the cost of project from Rs. 104.748 lakhs to Rs. 214.828 lakhs.

SHRI PILOO MODY: Mr. Chairman, I have read the statement and for once I am happy to report that the statement is quite accurate.

MR. CHAIRMAN: They would like this certificate to be in writing.

SHRI PILOO MODY: Yes, Sir, I will send it through you. One point that they have omitted to mention in the statement is that the estimates have gone up inordinately. The original estimate was for Rs. 104 or Rs.

105 lakhs in 1972, and the estimate revised in 1978 is for Rs. 278 lakhs, an increase of 170 per cent. Not only is the revised estimate inordinately out of proportion but certain basic things like soil tests, quality of salt the soil, the level and alignment of the bye-pass and other technical matters which should be thoroughly studied before a scheme is undertaken, have, for some reason or the other, not been done or have been done in a rather slipshod, sloppy fashion. Maybe, the two floods that came in the two years may have made certain reinforcements necessary. However, Sir, the only comment I have to make is that when estimates go up so much, the reason should be properly examined, and if there is any fault, something should be done to see that the people who are doing it in this way are brought to book. However, the main point is why it is that whenever a project is undertaken, the Government invariably exceeds its time-schedule. And it is in the exceeding of the time-schedule that estimates get short and that major revisions have to be done. The Government should take some action to see that, in addition to preparing the projects, a time-schedule is laid which is adhered to strictly and that necessary allotment is made.

MR. CHAIRMAN: It is more a suggestion than a question.

SHRI PILOO MODY: I cannot help it, Sir.

MR. CHAIRMAN: No answer is needed for that.

SHRI PILOO MODY: Let him at least react to it.

MR. CHAIRMAN: He has reacted very well.

SHRI PILOO MODY: I am afraid the reacting is being done by you instead of the Minister.

MR. CHAIRMAN: I hope you will react properly.

SHRI BUTA SINGH: I fully share the views expressed by the Member.

SHRI PILOO MODY: He is giving reciprocal compliments and you are blocking it.

MR. CHAIRMAN: No. It is a very well placed advice which will be considered.

SHRI R. R. MORARKA: Sir, the statement laid by the 'hon. Minister says,

"Apart from increase in the cost of labour and materials after the 1973 oil crisis increased scope of work necessitated taking into account the effects of floods etc

Sir, may I know from the hon. Minister how the oil crisis or increase in the oil price necessitated the rescheduling of the by-pass. What had the Unnao bypass to do with the increase in oil prices?

SHRI BUTA SINGH: Sir, after that increase in the oil prices, there was a general policy decision to divert the finances more towards meeting the oil demands and to slow down the works that were going on. And because of the slowing down of the works, they consumed a lot of time and prices shot up.

SHRI R. R. MORARKA: No, the hon. Minister has not followed. The statement says: 'after the 1973 oil crisis, increased scope of work necessitated taking into account the effects of floods----- etc So, how did the oil crisis increase the scope of work? That is my question.

SHRI BUTA SINGH: The scope of work was increased, as put by Mr. Mody, by heavy floods and other disturbing features. One of the contributing factors was the oil crisis.

SHRI R. R. MORARKA: He is not following. How had the oil crisis necessitated increased scope of work? (with interruptions)

MR. CHAIRMAN: The oil crisis influenced everything. (Interruptions) I think it is enough. Question No. 386.

Construction of railway bridge at Mangalore

*286. SHRI B. IBRAHIM: Will the Minister of RAILWAYS be pleased to state:

(a) what are the reasons for the delay in completing the work of changing the girders put on the Railway bridge across the Nethravathi river during the last one and a half years; and

(b) by when Government propose to complete the said work?

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): (a) The delay was due to nonavailability of matching steel for fabrication of 8 steel girders.

(b) 8 out of 16 girders have already been replaced. The matching steel has since been arranged for fabrication of remaining 8 girders and the work is expected to be completed by May 1981.

SHRI PILOO MODY: This is also due to the oil crisis.

SHRI B. IBRAHIM: Mr. Chairman, Sir, out of the 16 girders, only eight girders have been changed so far. And for the last five months, the entire work has been stopped. I would like to ask the hon. Minister the reason for the stopping of the said work. And further I would like to know from the hon. Minister how much time it will take to complete the entire work.

SHRI KAMLAPATI TRIPATHI: I have already said that the work will be completed by May 1981. And the fabrication is taking place now. We have got the matching steel which is needed, and the fabrication is taking