

के लिए रे० सु० बल में भारी वृद्धि करने की आवश्यकता होगी जो एक स्वीकार्य प्रस्ताव नहीं होगा।

Amritsar Railway Station

1425. SHRI L. S. TUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the small office provided as ticket collectors, office at Amritsar Railway Station is sufficient to meet the staff accommodation and to receive the public for reservation; and

(b) if not, what steps are being taken by the Railways in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) At Amritsar Railway Station, the accommodation earmarked for Ticket Checking Staff is adequate. The reservation work is dealt with in a separate Reservation Office which functions from 09:00 hrs. to 16:30 hrs. Thereafter, enquiries about reservations are dealt with at the counters on the platforms.

(b) Does not arise.

Ganga Bridge at Patna

1426. SHRI HARINATH MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the original cost of the Ganga Bridge at Patna was estimated to be Rs. 30 crores and it was scheduled to be completed by the end of 1977;

(b) if so, what is the present estimated cost of the Ganga Bridge at Patna and the proposed date of completion;

(c) what factors are responsible for escalation in the cost of the bridge and its non-completion so far; and

(d) what steps Central Government propose to take to ensure completion of the bridge at an early date?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). The bridge in question is a State Project and the Bihar Govt. are essentially concerned with it. According to information furnished by them, the

bridge was originally estimated to cost Rs. 23.50 crores for a 2 lane superstructure (without footpaths) and foundations including approaches with 2 lane carriage-way. Subsequently, while inviting tenders, the State Govt. increased the scope of work to provide a 2 lane superstructure with footpaths for the present and a 4 lane foundation and substructure for carrying 4 lane superstructure in future, together with 4 lane approaches. The contract for the bridge was awarded to M/s. Gammon India Ltd., in June, 1972 with stipulated date of completion as June 1978. The revised cost based on accepted tender and further escalation in prices of material, labour etc. has been estimated as Rs. 46.47 crores by the State Govt. The State Govt. now expect the bridge to be completed by December, 1981.

(c) The reasons for escalation in cost of work as indicated by the State Govt. are:—

(i) increase in scope of work as already mentioned, and

(ii) rise in prices of material and labour wages etc.

The factors responsible for delay in completion as reported by State Govt. are:—

(i) problems in sinking and heavy work of well foundations;

(ii) shortage of power, labour strike, cyclone in April, 1979, and

(iii) shortage of appropriate quality of cement, and

(iv) non-availability of steel in time.

(d) Since it is a State Project, necessary steps are to be taken by the State Govt. to ensure its timely completion.

राष्ट्रीय राजमार्ग संख्या 30 की मरम्मत

1427. श्री रामावतार शस्त्री : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राष्ट्रीय राजमार्ग सं 30, सासाराम, आरा, मानेर, दानापुर, पटना, बख्तियारपुर, डाढ़,