

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) The reference presumably is to the oil dock of which the oil jetty forms a part. The original date of completion of the oil dock was October 1968.

There has been delay in the completion of the work due to difficulties encountered in the construction of the breakwater during its execution. The scheme of construction of the breakwater had to be reviewed and modified. It is progressing satisfactorily and most of the work of constructing the breakwater is completed. Work on the oil jetty is in progress and is expected to be completed in early 1972.

(b) The original estimated cost of the oil dock in 1965 was Rs. 4.55 crores, which was revised to Rs. 9.06 crores in January 1969 consequent mainly on the need to cater to 42' draft oil tankers instead of 39' draft tankers contemplated earlier.

The present estimated cost of the project is Rs. 23.20 crores. The increase in the cost of the project is due to the following reasons :—

- (1) Certain additional works which were considered essential *viz.* northern bund to protect the reclamation, diversion of flow of storm water drains, flood lighting of jetty pump house and its foundations for fire-fighting purposes.
- (2) Strengthening of breakwaters including filling up of gaps, (the increase being on account of increases in quantity of steel, cost of fabrication and launching of caissons, toe and heel protection and armour protection), decision to use rubble mound for the final length of 460 feet of the eastern breakwater, increase in cost of dredging, strengthening of reclamation wall, change in design and extra length of oil jetty, increase in cost of laying pipelines and pipeline trestle and in cost of plant and equipment and contingencies.

(3) Some caissons having been damaged or sunk or which could not be used, certain materials not being found useful and taking pipeline from an oil company on lease which could not be used.

(c) The oil jetty is expected to be completed in early 1962 while the completion of the remaining portion of the eastern breakwater is expected by September 1972. Thus the first phase of the project covered by the estimated cost of Rs. 23.20 crores is expected to be completed in 1972.

The question of deepening the oil dock to receive 49 draft vessels is under consideration with reference to the needs of shipping. The question of constructing an outer arm of breakwater will be considered after studying the working conditions in the oil dock. These two items are not part of the project costing Rs. 23.20 crores.

Recommendation of the Bhagavantham Committee

4467. SHRI S. K. SARKAR : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Bhagavantham Committee have recommended that (i) Seismology (ii) Geomagnetism and (iii) Astrophysics should be separated from the India Meteorological Department and separate Institutes formed to promote research;

(b) if so, whether those have been separated and separate Institutes formed; and

(c) if not, the reasons therefor and when the Institutes are likely to be formed ?

THE MINISTER OF TOURISM & CIVIL AVIATION (DR. KARAN SINGH) : (a) to (c). The Committee on Organisation of Scientific Research had, in their report on the India Meteorological Department and the units under it, recommended that the following units in the Department engaged in research work should be separated from the Department and constituted into autonomous institutes :—

- (i) The Institute of Tropical Meteorology, Poona;
- (ii) The Astrophysical Observatory, Kodaikanal;
- (iii) The Colaba & Alibag Observatories, Bombay; and
- (iv) The Seismological Division.

The recommendation in regard to the first three units has been implemented with effect from the 1st April, 1971. The question of constituting the research activities of the Seismology Division into an autonomous institute will be reviewed after the current study undertaken by the Planning Commission to draw up an integrated plan of work in the field of Seismology is completed.

Improvement of Girna Bridge Near Malegaon District Nasik (Maharashtra)

4468. SHRI Z. M. KAHANDOLE : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware of the serious truck accident on the Girna bridge near Malegaon (District Nasik) on the 22nd May, 1971 in which more than 40 people died;

(b) if so, the steps taken for improvement of the Bridge which is very narrow and without any safety; and

(c) whether Government of India propose to give any aid to the Maharashtra Government for this project and if so, how much ?

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) Yes, Sir.

(b) It is not a fact that the bridge is very narrow and without any safety. It is an arch bridge having 26 spans of 30 ft. each, with a 22 ft. wide roadway and is safe for taking all heavy commercial vehicular traffic and is in good condition. It is adequate for present day two way traffic. It is also provided with pipe railings on either side of it. In view of this, the question of improvement of the existing bridge does not arise.

(c) In view of (b) above, the question of the Government of India giving any aid for improving the existing bridge does not arise. However, to relieve congestion of Malegaon town a bypass is proposed on which a new bridge will also be provided.

12.02 hrs.

RE: CALLING ATTENTION

SHRI S. M. BANERJEE (Kanpur) : May I make one submission before you take up the next item? This is in regard to the US arms supply to Pakistan and President Nixon's statement thereon. You have said that we can debate upon this while discussing the Demands for Grants relating to the Defence Ministry. But I would like to submit that we shall not be able to get any reply from the Defence Minister on this, because this concerns the External Affairs Ministry. . .

SHRI P. K. DEO : (Kalahandi) It is a matter of serious concern to the entire House. . .

MR. SPEAKER : I would like to tell the hon. Member that if Members want a debate, they should not come under rule 377. There are other procedures for it.

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : It can come in the form of a calling attention notice. It can be allowed in that form.

MR. SPEAKER : There is no calling-attention—notice before me just now.

SHRI ATAL BIHARI VAJPAYEE : We have given notice of it.

SHRI P. K. DEO : We had also given notice of it but it has been disallowed.

SHRI S. M. BANERJEE : Kindly hear me for half a minute. I had sent in a calling-attention-notice, and I had also written to you. This statement had been made yesterday by no less a person than the President of USA, President Nixon. The report is to the effect that President Nixon refuses to stop the arms supply and millions worth of arms are still in the pipeline. That is