

PUBLIC ACCOUNTS COMMITTEE**SIXTY-EIGHTH REPORT**

SHRI SEZHIYAN (Kumbakonam): Sir, I beg to present the Sixty-eighth Report of the Public Accounts Committee regarding action taken by Government on the recommendations contained in their Forty-sixth Report relating to Posts and Telegraphs

12.39 hrs.

MESSAGE FROM RAJYA SABHA

SECRETARY Sir, I have to report the following message received from the Secretary of Rajya Sabha —

"In accordance with the provisions of rule 111 of the Rules of procedure and Conduct of Business in the Rajya Sabha I am directed to enclose a copy of the Requisitioning and Acquisition of Immovable Property (Amendment) Bill, 1973, which has been passed by the Rajya Sabha at its sitting held on the 28th February, 1973

REQUISITIONING AND ACQUISITION OF IMMOVABLE PROPERTY (AMENDMENT) BILL

AS PASSED BY RAJYA SABHA

SECRETARY Sir, I lay on the Table of the House the Requisitioning and Acquisition of Immovable Property (Amendment) Bill, 1973, as passed by Rajya Sabha

STATEMENT RE. DAMAGE TO CHAMBAL BRIDGE NEAR DHOLPUR AND SUSPENSION OF TRAFFIC ON DELHI-BOMBAY NATIONAL HIGHWAY

MR. SPEAKER Shri Raj Bahadur

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): It is rather a long statement. May I lay it on the Table.

श्री. कुम्भकणम कडवाय (कुम्भकणम)

यह पुल मेरे क्षेत्र में है। मैंने लिख कर दिया है। मेरे क्षेत्र में सारे रास्ते बन्द हैं —

MR. SPEAKER: You may lay it on the Table.

SHRI RAJ BAHADUR: Sir, I lay the statement on the Table. (*Interruption*)

Statement

Information was received from the Executive Engineer, Bharatpur Division of Rajasthan Public Works Department, in the evening of 24th February, 1973 that one pier of Chambal bridge on National Highway No 3 near Dholpur had settled and a part of the length of the roadway along the bridge had also depressed and that the bridge has been closed to traffic

This bridge which is 2434 ft long was constructed by the Central Public Works Department in December 1959 and opened to traffic in March 1960. The bridge is a submersible one and the highest flood level is attained at very infrequent intervals in this river, so a true high level bridge was considered unnecessarily expensive. It was therefore, considered that a submersible bridge with its deck level so chosen that it is submerged only in abnormal floods for short periods would meet all practical needs. The decking of the bridge is about 93 ft. above the water level obtaining in the river during the dry season. This bridge was submerged on three occasions in the past, the depth of submergence over the decking being 6 ft. in September 1961, 4.5 ft in August 1969 and 5.33 ft in July 1971

Immediately on the morning of 25th February, 1973, a team of three officers of this Ministry was sent for inspection of the bridge. Director General (Road Development) of my Ministry, accompanied by Additional Director General (Bridges) also left the site on 26th February, 1973 and inspected the