

LOK SABHA DEBATES

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LOK SABHA

Thursday, February 27, 1986/
Phalgun 8, 1907 (Saka)

*The Lok Sabha met at Eleven of the
Clock.*

[MR. SPEAKER *in the Chair*]

[*English*]

SHRI BASUDEB ACHARIA : Sir, one Minister has resigned...

MR. SPEAKER : What does it matter ?

SHRI BASUDEB ACHARIA : You should direct him to make a statement in the House.

MR. SPEAKER : Can I direct him ?

SHRI BASUDEB ACHARIA : It is a convention of the House.

MR. SPEAKER : This is a democratic process. He is welcome.

SHRI BASUDEB ACHARIA : He should make a statement. The house should know.

MR. SPEAKER : You ask him.

PROF. MADHU DANDAVATE : More can make the statement, if more resign.

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MR. SPEAKER : Now Mr. D.P. Yadava—Question 61.

ORAL ANSWERS TO QUESTIONS

[*English*]

High Level Bridge over River Ganga in Eastern Bihar

*61. SHRI D.P. YADAVA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government of Bihar have demanded construction of a high level bridge over river Ganga in Eastern Bihar by the Union Government as a Central Sector project;

(b) whether they have submitted a technical report by Poona Hydraulic Research Institute in support of their claim ;

(c) if so, the salient features of the report of the Poona Institute ; and

(d) the reaction of Government thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Yes, Sir. Detailed survey and investigations were got done through Messrs RITES (Rail India Technical and Economic Services Ltd.) which also took the help of C.W.P.R.S. (Central Water and Power Research Station), Poona.

(c) Taking into account various factors, it has been considered by Consultants that Bhagalpur site is satisfactory from hydraulic considerations. Salient features of the Rail India Technical and Economic Services Ltd. (RITES) Report incorporating Poona Hydraulic Research Institute's recommendations are contained in the statement given below.

(d) As the bridge in question falls on a State road, the Government of Bihar are, therefore, primarily concerned with its construction. Further, because of the very high cost of the project, it is not possible for the Government of India to finance it under any of the Centrally sponsored schemes.

Statement

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| (i) Overall length of the Bridge | —2161.3 Metre. |
| (ii) Road Width | —7.5 M with
1.5 M footpath
on either side. |
| (iii) Guide Bund on Left Approach | —2443 M Long. |
| (iv) Approach Road South Side | —1835 M. |
| Approach Road North Side | —11,300 M connecting
NH—31 on North saving a distance of 225 Km. from Dhanbad and Saharsa. |
| (v) Approximate Cost of the project at September, 1983 price level. | —Rs. 48.80 crores. |

SHRI D.P. YADAVA : I am happy that the Minister has answered my question in one respect. Anyway, before taking into consideration the Ganga bridge

nearabout Sultanganj, Bhagalpur and Monghyr, we have to consider the river's morphology. The Ganga river receives almost all the important tributaries of north and south in that area, like Sone, Gandak, Kiul etc; and the total discharge of the water during peak flood season is about 24 lakh cusecs, which causes a lot of damage to the area. This river, which is sacred no doubt, is also a curse to the area of Monghyr and Bhagalpur during the flood season. It causes maximum damage. In view of the damage caused by the river Ganga in this part of the country, will the Minister, taking into consideration the recommendations of the National Committee on the Development of Backward Areas, consider constructing this bridge and bring it on the National Highway system, which will connect the main roads of West Bengal, Orissa, Himalayan lateral roads and the National Highway system Number 31? Economically, it will ameliorate the conditions of living of the poor people of the area, as recommended by that Commission.

MR. SPEAKER : That is all; no lecturing on this.

SHRI D.P. YADAVA : Will he bring it on the National Highway system?

MR. SPEAKER : The long bridge and the high level bridge should not be preceded by a long speech.

SHRI NARAYAN CHOUBEY : He is a highway robber, Sir.

SHRI RAJESH PILOT : I do not blame the hon. Member for giving a long speech, because it is a fact that this is the need of that area.

MR. SPEAKER : That need can be there. But I do not know how he has mixed it up with the flood control. How does it help?

SHRI RAJESH PILOT : He has expressed his sentiments, because they have been trying to have this bridge for the last 15 to 16 years. I have gone through the case. It is a very important bridge, and I do

not deny that requirement. But it does not fall under certain rules and criteria which we have observed for such projects. We have requested the Bihar Government...

SHRI NARAYAN CHOUBEY : Change the rules, if they don't allow it.

SHRI RAJESH PILOT : When we change the rules, you make a joke that we are going to pass into the 21st century. I have requested the State Government to take this project under their scheme and under the World Bank scheme, there are some funds available. We will try to help them through that scheme.

SHRI D.P. YADAVA : The distance between Mokama and Farakka is about 275 kms., and provision of no bridge at such a long distance over the mighty river Ganga is causing us a great concern. In view of that, I shall appeal to the hon. Minister that instead of taking it under the road system of economic importance, please accept it as a road of national importance and put it on National High Way system like Garudpur, Wumka—Birpur N H. system.

SHRI RAJESH PILOT : I shall help the member further. It is 280 kms and not 275 kms. It is a general request. But the point is that under E & I, we cannot take a project of Rs. 50 crores. By the time it comes up, it is going to touch Rs. 60 crores or so. With our resources, it is becoming difficult,

PROF. MADHU DANDAVATE : You have predicted a further price rise.

SHRI RAJESH PILOT : If you see escalation and other things, it will further rise. I do feel, as I have said in my earlier statement, that if you get it taken up through the State Government, it will help you. Under the World Bank scheme we have cleared 8 such projects this time on the National High Way. We will certainly consider it under that scheme and try to help the State in that respect.

PROF. N.G. RANGA : Government

themselves have taken up the question of protection of people from natural disasters. This is one of the causes for the natural disasters. Is it not possible for the government to consider it as a matter of prevention of natural disaster also, and then on that ground, perhaps the Planning Commission as well as the World Bank may help you for fund.

SHRI RAJESH PILOT : It is a bridge.

MR. SPEAKER : I do not know, Prof. Ranga how does it help to check natural disaster?

(Interruptions)

MR. SPEAKER : Next question.

DR. G.S. RAJHANS : One clarification!

MR. SPEAKER : Let me know what more can be got out of it. Can there be any more result out of this? I have to decide it.

(Interruptions)

MR. SPEAKER : I have allowed three supplementaries and the scope of this is limited. Well; this is my judgement. This is all right.

[Translation]

SHRI RAMSWROOP RAM : Bihar is a backward State.....*(Interruptions)*

MR. SPEAKER : You are quite right. Please sit down.

[English]

Mankhurd—Belapur Rail Project

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'62, **SHRI SHARAD DIGHE :**
SHRI MAHENDRA SINGH :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have taken a