

system, which offers very limited scope for further expansion, owing to the highly congested development all round and the heavy pressure on the road and rail approaches. Investigations are, therefore, in progress as part of the Master Plan for working out detailed proposals for the development of a satellite port at Nhava-Sheva. After the necessary technical and economic investigations are completed, the exact nature and scope of the facilities required to be provided will be determined. A clear picture of the development scheme including the costs of the project and the foreign exchange requirements will emerge after April 1967 when the Master Plan is expected to be ready.

Haldia Port Project

***200. Shri M. L. Dwivedi:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Bhagwat Jha Azad:
Shri D. D. Puri:**

Will the Minister of **Transport, Aviation, Shipping and Tourism** be pleased to state:

(a) whether it is a fact that the Haldia Port Development Project was originally over-estimated to cost Rs. 42.4 crores and that according to the revised estimates the cost has fallen down to Rs. 36.9 crores only;

(b) if so, who is responsible for this over-estimation;

(c) whether according to the findings of a Special Committee appointed by Government, the estimate of Rs. 4.4 crores worth foreign exchange is realistic and if so, the reasons for including a component of Rs. 14.4 worth of foreign exchange in the original estimate;

(d) whether it is also a fact that assistance from the World Bank is not necessary; and

(e) if so, whether Government have or are likely to withdraw their request from the World Bank for a loan or assistance?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) There has been no over-estimation. The difference between the two figures referred to is on account of the different basis on which provision for supervision and contingencies has been worked out in the alternative schemes.

(b) Does not arise.

(c) The two estimates of foreign exchange requirements are based on two alternative assumptions. The lower figure of Rs. 4.4 crores is based on the assumption that

(i) indigenous fabricating capacity for machinery and specialised craft would be available for the needs of the Haldia Project; and

(ii) Credits would be available for financing the imports of components and raw materials required for local fabrication.

The higher figure of 14.4 crores is based on the assumption that the project would go out for international bidding and that the choice between domestic and foreign bidders would depend on the reasonableness of the price quotations; thus the larger figure included the possibility of orders going to foreign producers on the basis of international bidding and was of course dependent on suitable credit being available therefor.

(d) and (e). The alternative scheme has also been brought to the notice of the World Bank for consideration.

Nationalisation of Goods Road Transport

***201. Shri S. C. Samanta:
Shri Bhagwat Jha Azad:
Shri M. L. Dwivedi:
Shri Subodh Hansda:**

Will the Minister of **Transport, Aviation, Shipping and Tourism** be pleased to state:

(a) whether there is any proposal