

### World Bank Loan for Ports Developments

\*2086.

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 Dr. Ram Subhag Singh:  
 Shri Tangamani:  
 Shri S. M. Banerjee:  
 Shri Vajpayee:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 109 on the 13th February, 1958 and state:

(a) whether World Bank have since granted any loan to India for development of ports;

(b) if so, the amount of that loan; and

(c) the terms on which that loan has been granted?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Negotiations have been completed for the grant by the World Bank of loans for the port authorities of Calcutta and Madras. The loan agreements are expected to be signed shortly.

(b) and (c). A statement is laid on the Table of the Sabha. [See Appendix IX, annexure No. 3]

Dr. Ram Subhag Singh: From the statement, I find that \$14 million have been granted for the Madras port, and \$29 million for the Calcutta port. May I know the total outlay needed for the development of these ports, and the total foreign exchange requirements?

Shri Raj Bahadur: In terms of rupees, the figures are as follows:

	Calcutta	Madras
Total outlay during the Plan	Rs. 24,42,36,000	Rs. 14.55 crores
Local expenditure	Rs. 12,11,00,000 and a little more	Rs. 7.06 crores and a little more.
Foreign exchange content	Rs. 12,30,00,000	Rs. 6.88 crores

Dr. Ram Subhag Singh: May I know whether the programme of construc-

tion and development of these ports has been taken up?

Shri Raj Bahadur: On our own basis, because we have got the plans approved, the port authorities are proceeding with such items as they can handle.

Shri Tangamani: From the statement, I find that the period of the loan is 20 years, and the repayment will commence from 1963 onwards. May I know whether according to the settlement which has been arrived at, the materials have been imported to the Madras port, and also whether there is any stipulation in the loan agreement itself that these materials will have to be purchased from any particular country?

Shri Raj Bahadur: The materials have not yet been imported out of the proposed loan. The agreement for the proposed loan is yet to be entered into, signed and executed.

As regards the question of restriction, there is no restriction. We shall procure all these materials on the basis of a global tender.

Shri Tangamani: May I know by what date this agreement will be entered into? For, we have already passed a legislation here giving guarantee.

Shri Raj Bahadur: I cannot exactly give the date, but I think in the course of the next month we should be able to do it.

Shri Khimji: May I know whether over and above the loan sanctioned for Madras and Calcutta, a loan of Rs. 2½ crores has already been sanctioned for the Kandla port?

Shri Raj Bahadur: Not from the World Bank.

Shri Damani: Apart from the World Bank loan, are we negotiating or proposing to negotiate for further loans or aids from other countries like U.S.A. or Japan to develop our other ports?

**Shri Maj Bahadur:** So far as these two ports are concerned, since the foreign exchange content would be met out of the loans we are now negotiating, I do not think we need go to other countries specifically for these two ports. Apart from that, in respect of the Visakhapatnam port, we think we may get something out of the U.S. President's Asian Development Fund.

**Shri S. C. Samanta:** During 1956, the World Bank team that visited India and examined the requirements of the railways and ports in India, recommended that a port should be established on the western bank of the river Hooghly. Is that correct? If so, in the negotiations that are now going on is this being discussed, and how much money is expected for it?

**The Minister of Transport and Communications (Shri S. K. Patil):** That question is still under very active investigation. It has no reference to the present loan that we are taking.

**Shri Joachim Alva:** The total amount of loan for Madras and Calcutta ports is \$43 million. Was any requisition made for the Bombay Port or has any thing been allotted for that port?

**Shri S. K. Patil:** We replied the other day to a question that so far as Bombay was concerned, we could not expedite the matter in a way to approach the World Bank, because the terms were different. I said in my speech that the Bombay Port Trust wanted 50 per cent. as an outright grant free from us. That could not be arranged. Yet, that does not mean that the development of Bombay Port will stop.

It will be taken up. The matter is under examination.

**Shri C. K. Bhattacharyya:** May I know whether any part of the loan for the Calcutta Port is going to be spent or allotted for the additional port suggested on the banks of the Ganges?

**Shri S. K. Patil:** This loan has nothing to do with that. These are

different problems. There are proposals for one port and another. The whole question is under investigation, and it is linked up with the Calcutta port and the training of the river. Therefore, that has nothing to do with this particular loan.

#### **Diversion of Ghoghra near Suraimanpur Railway Station**

**\*2088. Shri Radhamohan Singh:** Will the Minister of Railways be pleased to state:

(a) whether the protective work undertaken near Suraimanpur Station on North Eastern Railway to divert the course of the river Ghoghra and protect the railway line has been stopped;

(b) if so, the reasons therefor;

(c) whether the work was proposed to be completed before the onset of the rainy season; and

(d) if so, whether Government propose to restart the work at once?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) The protective works undertaken near Suraimanpur Station to divert the course of the River Ghoghra and to protect the Railway line are as under:—

(i) Provision of an intermediate retired alignment of the railway;

(ii) provision of sal-bullah permeable spurs along the eroded portion;

(iii) provision of a tree boom across the South channel at point of bifurcation.

The first two works are going apace but the work on the third item has been deferred for the present.

(b) The Government of Bihar have protested against item (iii).

(c) Yes, Sir.

(d) The Railway have taken up the matter at a very high level with the C.W.P.C. who have advised that the