

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

subject will be discussed at the meeting of the Central Flood Control Board scheduled to be held on the 12th May, 1958.

Shri Radhamohan Singh: May I know the grounds on which the Bihar Government has objected?

Shri Shah Nawaz Khan: The Bihar Government has objected to the closing of the south channel and diverting the water to the north channel on the ground that it may do harm to the territory in Bihar State.

Shri Radhamohan Singh: Is it a fact that the project was taken up after consultation with the experts?

Shri Shah Nawaz Khan: The plan was duly considered and various Ministries and Governments concerned were consulted and steps taken. But the Bihar Government objected. As I said, the matter is going to be discussed again at a very high level.

Shri Shree Narayan Das: Have Government any information as to how many villages falling in Bihar area will be affected if the river is diverted?

Shri Shah Nawaz Khan: It is rather difficult for me to say how many villages would be affected in future. It all depends on the intensity of floods. It is a thing beyond what I can say.

Mr. Speaker: Whenever a scheme is undertaken, they have a rough idea as to the number of villages that will be affected and so on.

Shri Shah Nawaz Khan: I have no idea.

Pandit D. N. Tiwary: May I know whether before starting this work any survey was made on the other side of the Ghoghra falling in Bihar to see whether any damage to the villages in the district of Saran in Bihar is going to be done or not?

Mr. Speaker: All steps will be taken to see that damage is avoided.

Pandit D. N. Tiwary: I want to know whether before starting the work any survey or inquiry was made about that.

Shri Shah Nawaz Khan: The matter was considered by technical experts and they took this decision. The Bihar Government has objected to it. We have referred the matter to the Central Flood Control Board who are considered to be the highest authority in the matter. Whatever be their decision, we will follow it.

श्री भक्त दर्शन : क्या यह सच है कि जब यह बांध बनाने का काम शुरू हुआ था तो बिहार सरकार ने अपनी स्वीकृति दे दी थी ? तो अब वह क्यों एतराज कर रही है ?

श्री शाहनवाज खां : मेरे ब्याल में बिहार सरकार ने स्वीकृति तो नहीं दी थी ।

Shri Radhamohan Singh: Do Government still hope to finish the work by the end of May?

Shri Shah Nawaz Khan: We hope to finish this work before the monsoon sets in.

Water Scarcity in West Delhi

*2089. { **Shri S. M. Banerjee:**
Shri Tangamani:
Shri Vajpayee:

Will the Minister of Health be pleased to state:

(a) whether there is paucity of filtered water in West Delhi; and

(b) if so, the steps taken to overcome this difficulty?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir.

(b) (i) Necessary works for augmenting the existing water supply of Delhi from 62 million gallons per day to 90 million gallons per day are in hand.