

and to what extent it falls short of the demand:

(b) how long the ships have to wait outside to obtain a berth; and

(c) the steps that are being taken to expand the port?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The optimum handling capacity of the Port of Madras is of the order of 1.75 million tons per year but the Port has been required to handle as much as 2 to 2½ million tons per year ever since 1950. Though the Port has been working on three shifts to handle this additional cargo beyond its capacity, certain amount of delay to ships has been inevitable.

(b) The waiting period of ships to obtain a berth varies from time to time. For example, in the first 28 days of April, 1957, the total waiting period for 32 ships which waited for berths was 100 days or an average of 3.1 days per ship.

(c) A project for increasing the number of quay berths from 9 to 17 has been sanctioned. The construction of two of these berths is in progress.

Ramagundam-Nizamabad Rail Link

*51. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 18 on the 20th March, 1957 and state:

(a) whether there is any proposal to carry out final location survey for the Ramagundam-Nizamabad rail link;

(b) if not the reasons thereof; and

(c) whether the Railway Board contemplates giving any priority for this rail-link in view of the fact that it is a part of the direct link between Vizagapatam and Bombay Ports?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No Sir.

(b) Ramagundam-Nizamabad line forms part of Latur-Ramagundam Project, final Location Survey for which was carried out during 1945-46. Hence no fresh Engineering Survey is necessary. The costs are, however, being brought up to date.

(c) No Sir. This line is not included in Railways 2nd Five Year Plan.

Canal Water Dues from Pakistan

*52. { **Shri Bahadur Singh:**
Shri S. V. Ramaswamy:
Shri Raghunath Singh:
D. C. Sharma:
Shri Damar:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government of India have reminded the Pakistan Government of the non-payment of Canal water dues;

(b) the number of quarters for which the Pakistan Government has not paid for water drawn under the 1948 agreement;

(c) the total amount of non-payment dues; and

(d) the amount Pakistan owed up to the 31st March, 1957 under the "disputed head" and the "undisputed head"?

The Deputy Minister of Irrigation and Power (Shri S. K. Patil): (a) Yes, Sir.

(b) Payment on account of canal water charges outstanding from Pakistan is for 28 quarters in the case of "disputed" charges and 2 quarters in the case of "undisputed" charges.

(c) The total amount due from Pakistan up to the quarter ending the 30th June, 1957 under "disputed" and "undisputed" is Rs. 81,93,095 and Rs. 18,41,821. respectively.

(d) The canal water charges outstanding from Pakistan as on the 31st March, 1957 under "disputed" and "undisputed" were Rs. 78,38,555/- and Rs. 23,45,071/- respectively.