

Sutlej-Beas link, and the Punjab Government want priority for that instead of for this Pong scheme?

Shri Hathi: I would say that the scheme broadly consists of the following. One is the Beas-Sutlej link. There are in that scheme, again, two alternatives; the third is the Pong-reservoir. But none of these is yet finalised.

Shri Harish Chandra Mathur: May I know whether the hon. Minister is not aware of two different viewpoints on this scheme, and if so, whether Government have made any attempt to bring together the two Governments and discuss the scheme as a whole so as to expedite the matter?

Shri Hathi: They are preparing a factual note on the basis of the studies which were carried on by the Punjab officers; and this note will be circulated to all the States concerned, namely Rajasthan, Jammu and Kashmir and Himachal Pradesh, by the end of this month or so.

Shri Ram Krishan Gupta: May I know whether it is a fact that the experts of the World Bank also have submitted a scheme for the utilisation of the waters of this river?

Shri Hathi: No, there is no scheme, it is only a proposal; no definite plan or scheme has been submitted.

Shri B. K. Gaikwad: May I know the estimated cost of this dam?

Shri Hathi: I cannot say at this stage.

Transmitting Stations on East and West Coasts

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*923. { **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri R. C. Majhi:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the design and estimate for the construction of transmitting stations and other ancillary buildings

for the two coasts on the East and West Coasts have been finalised by the Department of Lighthouses and Lightships;

(b) if so, whether Government have approved it; and

(c) whether construction has started according to the plans approved?

The Minister of State in the Ministry of Transport and Communications (**Shri Raj Bahadur**): (a) to (c). Yes, Sir.

Shri Subodh Hansda: May I know whether the requisite equipments that are to be installed at the two coasts have been procured by Government, and if so, from where they have been procured, and the amount paid for them?

Shri Raj Bahadur: The estimated aggregate cost of both the schemes is Rs. 96 lakhs, with a foreign exchange content of Rs. 48.31 lakhs. The equipment is to be obtained under the Colombo Plan. A part of it has already been obtained.

Shri Subodh Hansda: May I know whether it is a fact that the services of an expert engineer have been sought for from abroad, and if so, whether he has arrived in India?

Shri Raj Bahadur: Yes, for purposes of installation of this equipment, we have requested for the services of a foreign expert from U.K.

Shri S. C. Samanta: May I know whether the installation of a transmitting station in the Andamans region has also been taken up along with this?

Shri Raj Bahadur: These schemes are quite distinct; they are for East Coast and the West Coast; they are for the purpose of having an effective range of 250 to 300 miles for radio communication with ships, with centres at Bombay and Calcutta.

Shri N. N. Patil: May I know the place selected on the West Coast?

Shri Raj Bahadur: Each of these chains will have four land-based radio-transmitting stations; one will be known as the master station, and the others will serve as slave stations. The master station in the West Coast will be located at Savar Kundla.

Report of Mr. Posthuma

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*924 { **Shri S. C. Samanta:**
Shri Subodh Hansda:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 942 on the 17 August, 1959 and state:

(a) whether the final report from Mr. Posthuma, Deputy Director, Port of Rotterdam, has since been received;

(b) what steps have so far been taken according to his advance copy of the Report;

(c) whether any dredging work has begun at Auckland Bar and Beaumont's Gut; and

(d) whether studies on waves, currents, tides etc. are being carried on at present?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement is laid on the Table of the Sabha. [See Appendix III, annexure No. 38].

Shri S. C. Samanta: With reference to part (ii) of the statement, may I know whether over and above the advertisement, any contract was made with these countries which are manufacturing these dredgers?

Shri Raj Bahadur: Our plan for this port is to buy a new dredger as well as a second-hand dredger. We also invited tenders for contract dredging. The results of the efforts in regard to contract dredging have been indicated in the statement. An order for the new dredger has been placed; for the second-hand dredger, a team was sent to Hong-Kong,

and it was proposed to be sent also to France.

Shri S. C. Samanta: May I know whether for want of this dredger, the procuring of which is taking so much time, the other works will be hampered?

Shri Raj Bahadur: I do not think the other works will be hampered, because, unless and until we divert the dredgers which are at present employed on other works to Auckland Bar and the Beaumont's Gut, there is no question of the other works being hampered.

Shri Raghunath Singh: With reference to part (a) of the question, after seeing the statement, it appears that Messrs. Rendel, Palmer & Tritton of UK are the consulting engineers of the Port Trust. May I know when the note was sent to this firm, and how long it is pending with them?

Shri Raj Bahadur: The hon. Member knows that it was only in September, 1959 that the final report of Mr. Posthuma was received, and, therefore, I think it has been done after that.

Shri Raghunath Singh: In view of the fact that the Hooghly river is desilting very fastly, and Calcutta port is going to become obsolete, may I know whether Government are taking any steps in this respect? The thing is pending since the last sixty years; observation is going on since the last sixty years.

Shri C. D. Pande: But this Government came into power only a few years ago.

Shri Raj Bahadur: Since it is going on for the last sixty years, it cannot be said that the siltation is going on 'fastly'. Nevertheless, there are three steps that we have got to take, firstly, buying dredgers and employing them for desilting, secondly, river training works, and thirdly, supply of fresh water from above. On all these three matters, we are fixing our