

(c) whether Government propose to form separate women's co-operatives and credit societies for the purpose?

**THE PRIME MINISTER (SHRI MORARJI DESAI):** (a) The Government have recently constituted a Working Group on Employment of Women to examine various issues relating to employment of women in the context of the formulation of the next Plan.

(b) While formulating the next Plan the question of providing employment opportunities to women will be given specific attention.

(c) Issues relating to women's co-operatives and credit societies are, among others, to be considered by this Working Group.

**BSF men arrested on charge of  
Dacoity and murder in Mekliganj  
Sub-Division of Cooch-Bihar**

**3891. SHRI AMAR RAY PRADHAN:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that a few B.S.F. men have been arrested by the West Bengal police on a charge of dacoity and murder in the Mekliganj sub-division of Cooch-Bihar District; and

(b) if so, the steps taken to stop such activities of B.S.F. men?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL):** (a) and (b). Information is being collected and would be laid on the Table of the House as soon as it is received.

**Cost of dredging at the Auckland Bar  
for better draft for Haldia**

**3892. SHRI SUSHIL KUMAR DHARA:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the cost of dredging at the Auckland Bar for better draft for Haldia has gone up considerably in the last three years;

(b) whether no cost-benefit analysis was made by CPT and no proper appraisal was made by the Ministry before the finalisation of the contract; and

(c) whether the contract is a time rated contract without any relevance to achieving proper draft and if so, whether the Government will institute an inquiry in this matter?

**THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) to (c). The estimate for the dredging of the Haldia Channel was sanctioned after cost benefit analysis of the scheme was carried out by the Calcutta Port Trust. The sanctioned estimate provided for dredging by the Port's own dredgers, the dredgers belonging to the Ministry of Shipping and Transport and by contract dredging. Requisite draft was achieved in the Outer Estuary by April, 1975. Contract dredging was stopped in the Outer Estuary in April, 1975 and in Inner Estuary in December, 1975. Dredging by the Port's dredgers and dredgers belonging to the Ministry (now owned by Dredging Corporation of India, a public sector undertaking) is still continuing. Due to peculiar hydraulic conditions of the river Hooghly, the contract had to be time rated with provision for constant review for performance. The Ministry of Shipping and Transport's dredgers are also employed on the same basis. The depth in the Inner Estuary which also covers the Auckland Bar could not, however, be achieved because of