

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI BHAGWAT JHA AZAD) : (a) The Government of India are watching the reaction of the developed countries such as U. K. etc. to the revised text of the Berne Convention adopted at Stockholm in 1967. No final decision has so far been taken.

(b) and (c). Do not arise.

#### Brackish Water

9511. SHRI S. C. SAMANTA : Will the Minister of EDUCATION be pleased to state :

(a) whether any easy and practical method has been evolved for the treatment of brackish water to make it fit for drinking and agricultural use ;

(b) if so, where it has been experimented ;

(c) what would be the expenditure involved for such method of treatment ; and

(d) what are the materials necessary for this purpose and whether they are all indigenously available ?

THE MINISTER OF EDUCATION (DR. TRIGUNA SEN) : (a) Two processes based on ion exchange techniques are available for the treatment of brackish water.

(b) Field trials were conducted at Morvi in Saurashtra and Lunkaransar in Rajasthan.

(c) For desalting brackish water containing 1500 ppm dissolved solids the cost is estimated as Rs. 6.70 per 1000 gallons and from brackish water containing 5000 ppm dissolved solids the cost works out to Rs. 8.00 per 1000 gallons.

(d) The main materials necessary for this purpose are ion exchange resins and ion exchange membranes. Both are indigenously available.

#### Calcutta Port

9512. SHRI S. K. TAPURIAH :  
SHRI C. CHITTYBABU :  
SHRI SUBRAVELU :  
SHRI DEIVEEKAN :

SHRI MAYAVAN :  
SHRI KAMALANATHAN :

Will the Minister of TRANSPORT AND SHIPPING be pleased to state :

(a) whether it is a fact that in spite of having the highest port charges in the country, the Calcutta Port loses money in its operation ;

(b) whether it is also a fact that high charges have led to a trend of diversion of traffic from Calcutta port ; and

(c) if so, the steps Government have taken to modernise the port and to reduce its operational expenditure ?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO) :

(a) The working results of the Calcutta Port have been showing deficits since 1965-66. This is mainly due to a fall in the traffic handled and a sharp rise in expenditure as a result of increases in Dearness Allowance and other concessions given to staff.

(b) Port charges are only one of several factors which influence the flow of traffic through particular ports. Port charges on different services have been increased only after making an assessment in each case of the effect of the additional burden. According to the Calcutta Port Commissioners, such diversion of traffic as may have taken place is only marginal and the decline is mainly due to other factors.

(c) As already explained, the increase in operational expenditure arises from causes other than lack of modernisation. Such increases can be neutralised if the yield from traffic is maintained at a level at which the expenditure on the maintenance and upkeep of the port, the bulk of which is in the nature of fixed or standing charges, can be covered.

Government have appointed a One-man Committee consisting of Shri P. C. Bhattacharya to report on the finances of the port of Calcutta and the remedial measures to improve them.

Memorandum to P. M. from Andaman  
Nagrik Samaj

9513. SHRI GEORGE FERNANDES :  
Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Prime Minister was