

**Dredging Operations at Haldia Port**

\*839. SHRI CHITTA BASU:

SHRI INDRAJIT GUPTA:

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

(a) whether the channel of the Hooghly river serving Haldia Port has been steadily deteriorating despite expenditure of large sums on dredging;

(b) whether the depth (draught) at Haldia was planned to provide 40 feet of water by 1980;

(c) if so, what is the actual draught achieved so far; and

(d) why unscientific and inadequate methods of dredging and total neglect of river training work, are being permitted to destroy Haldia port in this manner?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Yes, Sir

(c) The draught varies according to tide. From October 1980 to March 1981, the draught has varied from 7.3 metres (24 ft.) to 9.1 metres (30 ft.)

(d) The river training works taken up in the past were based on model studies. However, due to adverse morphological and hydrological behaviour of the Hooghly estuary, the desired results could not be achieved

Recently, further hydraulic model studies at Poona and Calcutta and mathematical studies in West Germany have been carried out for designing river training works that could help in making the channel stable and more receptive to dredging. On the basis of these studies, the schemes aimed at improvement of the draught are being formulated by Calcutta Port. Accordingly, it would not be correct to say that methods of dredging have been unscientific or inadequate or that the river training works have been neglected.

SHRI CHITTA BASU: In reply to part (d), he has said that certain schemes were drawn up on the basis of model studies and those schemes have not been able to produce the desired results. May I know what were the agencies who conducted those model studies on the basis of which those schemes were formulated and also the total amount so far spent on account of these model studies, raising of the river Hooghly and river training schemes?

SHRI VEERENDRA PATIL: It seems there is some misunderstanding. The hon. member is under the impression that on the basis of model studies schemes have been formulated and he wants to know the estimated cost of all the schemes. I have made it very clear that on the basis of model studies and also mathematical studies, schemes aiming at improvement of the draught are being formulated. They have not been formulated.

SHRI CHITTA BASU: Please look at your reply to part (d).

SHRI VEERENDRA PATIL: This is in reply to part (d) only. Model studies were conducted. One study was conducted in the Poona Research Station and mathematical studies were conducted in Hamburg. So far as mathematical studies conducted in Hamburg are concerned, we have already received the reports and on the basis of those reports, schemes are being formulated in consultation with the Poona Research Station. As soon as the schemes are prepared and forwarded to the Ministry, then we will take further action in the matter.

SHRI CHITTA BASU: The Minister could not understand or it is my failure to make it clear to him. There are certain on-going schemes for dredging, for the training of Hooghly river, in order to improve the condition of Haldia port. You have said that those schemes were based on unscientific studies and because of that,

the on-going schemes could not produce the desired results. My question in this context, was, what were the agencies who undertook the model studies, who prepared the on-going schemes and what is the amount you have so far spent on these schemes? I am not speaking of the future schemes to be taken up. I am speaking of the past schemes that have been already taken up.

**SHRI VEERENDRA PATIL:** So far as the dredging of the shipping channel of Haldia port is concerned, this work is going on since 1963. Since 1973 every year dredging of the channel is being undertaken. So far, upto 1980, Government have spent—the Calcutta Port has spent—on dredging Rs. 50 crores. This is on capital dredging. On maintenance dredging, every year, Calcutta Port is spending about Rs. 6 to 7 crores. But unfortunately, because of the erratic behaviour of the estuary, we could not achieve the expected results. Therefore, we asked for model studies to be conducted in Poona Research Station and mathematical studies to be conducted in Hamburg. The reports from Hamburg have come and on the basis of the reports we have received from Hamburg, certain schemes are being formulated by the Calcutta Port. After receiving the schemes, we will see what best could be done in order to improve the drought and what is the estimated cost of those schemes. That will be done and action will be taken only after we receive the scheme from the Calcutta Port.

**SHRI D. P. YADAV:** Dredging is useful both for taming the river and for maintenance of the port. Has the Government provided any dredger for taming the river Ganga from Farrakka to Buxar?

**SHRI VEERENDRA PATIL:** This is altogether a different question. I would request the hon. Member to put a separate question for that.

**PROF. MADHU DANDAVATE:** I would not like to ask from Mr. Reddy.

**MR. SPEAKER:** Would you not oblige him?

**SHRI M. RAM GOPAL REDDY:** I am ready to oblige him.

**PROF. MADHU DANDAVATE:** Mr. Reddy was on his legs. The hon. Member cannot be on four legs at the same time!

**MR. SPEAKER:** He could be on four arms only!

**PROF. MADHU DANDAVATE:** Part (d) of the original question refers to scientific methods. Our country is already committed to the peaceful use of atomic energy. In the light of that I would like to know whether exploration will be done to see if peaceful use of atomic energy can be made very effectively for the dredging purposes of the port, as it has been proved to be very effective in those countries which have been dredging with the help of the atomic energy.

**SHRI VEERENDRA PATIL:** At the moment, we are concerned with the report that we have received from Hamburg. If after examination we feel that the schemes that have been formulated, are not adequate, then the suggestion made by the hon. Member will certainly be looked into.

**MR. SPEAKER:** Next question. I want to make a correction here. When I called the next question i.e., Question No. 838 I called the name of Shri Zainul Basher and not Shri Zainal Abedin. I am sorry for that. Now, Q. No. 838.

#### Late Running of Trains between Sealdah and Lalgaola

\*838. **SHRI ZAINAL ABEDIN:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of through trains running between Lalgaola and Sealdah and Sealdah and Lalgaola in the