

SHRI V. PRASAD RAO: Suppose the TELCO is not agreeable to arbitration, then what happens?

(No reply)

DR. R. B. GOUR: May I know, Sir, whether the Tatas will be asked to refund the extra price that they have charged the Government in case the arbitrator decides upon some lower price?

MR. CHAIRMAN: A hypothetical question.

DETERIORATION OF NAVIGATIONAL FACILITIES OF THE SEA ROUTE FROM CALCUTTA

*414. SHRIMATI MAYA DEVI CHETTRY: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that navigational facilities of the sea route from Calcutta are deteriorating from year to year; and

(b) if so, what is the reason therefor and what action Government propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) in the opinion of technical experts, there are indications of a gradual deterioration of the Hooghly river from the point of view of navigation.

(b) A statement is laid on the Table of the Rajya Sabha.

STATEMENT

Deterioration in the navigability of the Hooghly

1. The navigability of the Hooghly has deteriorated due to the following factors:—

(i) Absence of perennial head water supply to the Hooghly. Perennial head water supply is necessary for maintaining adequate depths and ensuring that the river is cleared of huge accumulations of silt from time to time.

(ii) Existence of fourteen bars on the waterway between the Calcutta Port and the Sea and their deterioration owing to the absence of perennial head water supply.

(iii) Increase in frequency and duration of bore tides due to the silting of the river which also is due to reduction in head waters.

2. To arrest the general deterioration of the river, the construction of a barrage across the Ganga at Farakka is considered to be the only permanent solution, thus providing perennial head water supply to the Hooghly. The scheme is under technical examination.

3. Meanwhile, the Port Commissioners continue to effect short-term improvements by intensive dredging in the worst-affected stretches.

4. On the basis of model experiments conducted at the Central Water and Power Research Station, Poona, the following local river training works to improve the bars have also been undertaken:

(i) A spur has been constructed at Akra to improve the Sankral and Munikhali bars.

(ii) Training Works at Fulta point estimated to cost Rs. 5.5 crores have been sanctioned. It is expected that this work will improve the Fulta, Ninan and Nurpur bars and the Eastern Gut.

(iii) Model experiments are being performed at the Poona Research Station to devise suitable training works to improve the Balari bar.

SHRIMATI MAYA DEVI CHETTRY: May I know, Sir, whether navigational facilities of the sea route from Calcutta are deteriorating most rapidly, and if so, what are the steps taken by the Government to check this rapid deterioration?

SHRI RAJ BAHADUR: Sir, we have taken certain steps in this direction. The first step that has been taken is the regular dredging of the channel and controlling the bars and making

suitable depths available for navigation thereby. The second step that has been taken is the construction of a spur known as the Akra spur, which will certainly improve the conditions in regard to certain bars. Then we have taken another measure which is known as the Fulta Point measure and we propose to cut away the protrusion which is there on the bank. That will also improve the flow of water.

SHRIMATI MAYA DEVI CHETTRY: May I know, Sir, what was the recommendation of the German expert when he examined the whole project during 1957?

SHRI RAJ BAHADUR: I think the hon. Lady Member is referring to the new Farakka Barrage Scheme and Dr. Hensen's report about that. About that, Sir, some statement was made by our hon. colleague, the Minister of Irrigation and Power, the other day.

SHRIMATI MAYA DEVI CHETTRY: In that statement, Sir, this thing is not shown. May I know, Sir, whether the German expert had strongly recommended the early construction of the Ganga Barrage Project, and in the absence of that he had seen a very gloomy picture with regard to the future of the Calcutta City itself?

SHRI RAJ BAHADUR: Sir, there is no difference of opinion about the fact that in order to maintain the required depth in the navigation channel of the Hooghly we should have a regular supply of fresh water, and with that particular object in view, the whole scheme is under investigation.

SHRI V. SHIVA RAO: The other day, Sir, it was stated by the Minister of Irrigation and Power that there was only one copy of the Report of the committee of experts, and therefore none could be supplied to the West Bengal Government. What I would like to know from the hon. Minister is whether any arrangements will be made to employ stenographers

and to obtain a little extra paper so that more copies may be typed out and one supplied to the West Bengal Government.

SHRI AMOLAKH CHAND: There is shortage of paper.

SHRI RAJ BAHADUR: I think the Government would try to make copies of the Report quickly.

MR. CHAIRMAN: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

आर० एम० एस० जांच समिति की रिपोर्ट

*४२२. श्री नवाब सिंह चौहान :
क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के पास आर० एम० एस० जांच समिति की रिपोर्ट आ चुकी है;

(ख) यदि हां, तो उसको मुख्य सिफारिशें क्या हैं और सरकार ने उन पर क्या निर्णय किया; और

(ग) यदि अब तक निर्णय नहीं किया गया तो इसका क्या कारण है ?

†[REPORT OF THE R.M.S. ENQUIRY COMMITTEE

*422. **SHRI NAWAB SINGH CHAUHAN:** Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether Government have received the report of the R.M.S. Enquiry Committee;

(b) if so, what are its main recommendations and what decision Government have taken thereon; and

(c) if no decision has so far been taken, what is the reason therefor?]

†[] English translation.