

River services by C.I.W.T.C.

1G04. SHRI P. K. KUNJACHEN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state;

(a) whether it is a fact that the C.I.W.T.C. have started river services to different places;

(b) if so, what are the details thereof; and

(c) what steps Government have taken to expand the Rajabagan Dockyard for the purpose of repair and maintenance of the vessels of the Corporation?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Yes Sir.

(b) CIWTC are operating river services between Calcutta-Gauhati, Calcutta-Karimaganj, Calcutta-Bangladesh, Calcutta-Haldia] Saugar and on Calcutta-Farakka Route. CIWTC's existing carrying capacity is fully utilised in carriage of 5,008 M/T Cement from Calcutta to Tiesam per month. On return trips from Assam, Bamboo, Jute, Timber and Tea are carried. On Calcutta-Bangladesh route exportable merchandise to Khulna[Narayanganj are carried regularly even though vessels are returning empty in the absence of down cargo. Recently CIWTC have successfully undertaken lightening operations at Saugar and carried 8,000 M/T fertiliser from Saugar to Calcutta on account of Hindustan Fertiliser Corporation.

(c) Fund_g to the extent of Rs. 300 lakhs have been released so far by the Central Govt, for the Development of Rajabagan Dockyard. A feasibility Report on further expansion of Rajabagan Dockyard in a phased programme is under preparation.

Development of Rajabagan Dock-Yard

1605. SHRI P. K. KUNJACHEN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a proposal was submitted for the development of the Rajabagan Dockyard of the CIWTC in 1972 which was approved by the Central Government;

(b) whether it is also a fact that no significant progress has been made in this direction since then; and

(c) whether Government propose to initiate action against the officers found responsible for the delay in implementing the programme?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) The factual position is that the Central Inland Water Transport Corporation Ltd., Calcutta, sent in November, 1972 a feasibility report for development of the dockyard at a cost of Rs. 1044 lakhs (inclusive of Rs. 300 lakhs recommended by the Bose Committee). This was concurred in by the Planning Commission in January, 1973. Before the scheme could be implemented, it was necessary to accord financial sanction to the scheme. While the case was being processed a Study Group was set up by the Ministry of Shipping and Transport on viability of the Corporation. A view was expressed in the Study Group that CIWTC should work out the minimum additional funds required to undertake the replacement of obsolete overaged equipment and for modernisation of plants and equipment required for continuing the existing production activities of the dockyard as distinct from diversifying them even though they may be necessary to make the dockyard a viable unit. Subsequently the schemes submitted by the Corporation were considered from time to time but in the meantime the report of the Tata Consultant for general development of the dockyard has become available. The Corporation have asked the Tata Consultants to submit feasibility report on phase-wise develop-