

the State Governments for implementing the recommendations of the Education Commission regarding scales of pay for school teachers.

(b) Does not arise.

RIVER SERVICE IN ASSAM

146. SHRI B. K. MAHANTI :
SHRI CHAUDHARY A. MOHAMMAD :

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

(a) whether it is a fact that a committee appointed to examine the economic aid operational feasibility of setting up an organisation to provide river services in Assam has submitted its report; and

(b) if so, what are the main findings thereof?

THE MINISTER OF TRANSPORT AND SHIPPING (PROF. V. K. R. V. RAO) : (a) Yes Sir. However the member on the Study Group, representing the Ministry of Railways has sent a minute of dissent.

(b) The main findings of the Study Group are as follows :—

(1) It will be shortsighted and pre-judicial to national interest to allow the river services to be extinguished merely because railways and road transport can cope with the traffic currently offering or that is anticipated during the next few years. There is scope for the development of all modes of transport in Assam and water transport constitutes a service essential for the State.

(2) The Central Inland Water Transport Corporation may get the following traffic :—

(a) All goods moving to river stations on Assam Government account,

(b) Cement from Assam Cements Ltd.,

(c) Steel from M/s. Hindustan Steel Ltd.,

(d) Fertilisers from the Fertiliser Corporation of India, and

(e) Crude oil from the Oil & Natural Gas Commission.

Though the traffic potential appears to be considerable, the aggregate carrying capacity of the Corporation's fleet and its present efficiency may not permit transport of more than a fraction of the traffic assuming optimum conditions of operation. The Corporation may be able to secure and cope with an annual traffic of 4,00,000 tonnes.

(3) The annual running costs of 12 steamers and 36 flats, which are suitable for the operations, have been estimated at about Rs. 1 crore, whereas the earning therefrom would come to about Rs. 80 lakhs thus resulting in a deficit of Rs. 20 lakhs. The Corporation should therefore, be granted relief from the Assam Carriage of Goods Tax, interest payable to the Government of India and that the Railways should share the transshipment costs.

(4) The Government of India should agree to a moratorium on the interest payable by the Corporation on the liabilities it has taken over from the Rivers Steam Navigation Company, if these liabilities cannot altogether be written off.

(5) The fleet of the Central Inland Water Transport Corporation should be modernised so that operational economies are effected. A fleet of six new Diesel Tugs of 500 h.p. each, will be adequate to meet the traffic anticipated during the next five years. Two coal-fired steamers should be replaced by one tug each year, starting from 1969-70. The pace of replacement can be accelerated during the following two years by adding two tugs each year, if the tempo of traffic also registers a significant improvement.

(6) It is not advisable to form another independent Company now for running the Assam River Services which cannot sustain themselves in isolation, cut away from the main stream of the Central Inland Water Transport Corporation's activities.

(7) No one form of transport should be allowed to have a monopoly at the expense of the others and the national policy should be to make the maximum use of the intrinsic advantage of each. Since further, there are public sector undertakings in river as well as road transport in Assam, dovetailing of the different modes of transport should be easier

and more effective now than ever before, and the common object should be to render a collective service which would be an example in coordination to the rest of the country.

(8) For purposes of rendering ! Intergrated 'door-step' services by the ! Railways, they should use the trucks of the Central Road Transport Corporation and/or the Craft of the Central Inland Water Transport Corporation in Assam and at Calcutta. For this purpose the Railways should enter into suitable mutually acceptable arrangements with the Central Inland Water Transport Corporation and Central Road Transport Corporation without losing their share in thf movement.

(9) The performance of the river services would depend, to a great extent, on the development of following facilities in the State :—

- (a) port facilities at Jogigopa;
- (b) construction of a floating dry-dock,
- (c) setting up of a good marine workshop with the essential machinery and equipment for repairing inland vessels and undertaking structural and general engineering work to utilise its surplus capacity, if any,
- (d) acquisition of a floating crane and also shore crane for loading and unloading of heavy cargo at Jogigopa, Pandu and Neamati, and
- (e) improvement of road approaches at all the principal ghats.

(10) Government should extend the necessary financial assistance to the Central Inland Water Transport Corporation to build either a floating dry-dock or a slip way as soon as possible in Assam.

(11) All the vessels of the State and the Central Government's in Assam should be dry-docked and repaired by the Central Inland Water Transport Corporation Limited, since the facilities so created would be wasted if not fully utilised.

(12) The Government of Assam should transfer the responsibility for all ferries which involve heavy traffic to the Central Inland Water Transport Corporation ac the earliest.

(13) The following works should be undertaken to deal with shoaling and other operational problems :—

- (a) bandalling systematically and on a large scale,
- (b) bottom-panelling, where-ever feasible and financially justifiable, and
- (c) surveys in greater detail, to locate, maintain and develop navigable channels and also closely watch the behaviour of the river for suitable corrective or preventive action, wherever necessary.

(14) The entire expenditure incurred by the Central Inland Water Transport Corporation on river training, conservancy and also shifting the ghats from time to time by reason of river action should be fully borne by the Government.

(15) The liability for shifting the railway lines at Neamati and Jagigo-pa should be accepted by the Railways in full.

The report of the Study Group, alongwith the minute of dissent is under examination.

TEACHERS IN SINDHI SCHOOLS IN DELHI

147. SHRI JAIRAMDAS DAULAT-RAM : Will the Minister of EDUCATION be pleased to state :

(a) the number of teachers who cannot teach through Sindhi medium but are employed as teachers in each of the Sindhi medium Government Higher Secondary or Secondary Schools in Delhi and the subject they teach;

(b) the reasons why Sindhi speaking teachers are not being appointed to replace those who cannot teach in Sindhi;

(c) the number of Sindhi speaking teachers who are employed as teachers in Government Higher Secondary or Secondary Schools where the medium is not Sindhi and the names of such Schools and the reason why they cannot be employed in any of the Sindhi medium Higher Secondary or Secondary Schools; and

(d) by what year this anomalous situation will be remedied?