

RAJYA SABHA

Friday, the 17th August, 1962/the 26th
Shravana, 1884 (Saka)

The House met at eleven of the clock, THE DEPUTY CHAIRMAN in the Chair.

ORAL ANSWERS TO QUESTIONS

*385. [The questioner (Shri Sitaram Jaipuria) was absent. For answer, vide Col. 1976 infra.]

PROPOSAL TO MAKE GANGES NAVIGABLE FROM KANPUR TO HOOGHLY

*386. DR. JAWAHARLAL ROHATGI: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state whether Government are contemplating to make the river Ganges navigable from Kanpur to Hooghly for the transportation of coal and other material on mechanised barges?

THE MINISTER OF SHIPPING IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): A statement containing the required information is laid on the Table of the Sabha.

STATEMENT

The river Ganga is navigable from Patna downstream for a minimum draft of 4 to 5 ft. Between Patna and Allahabad, a minimum draft of 4 ft. is available in rainy season which gets reduced to 3 ft. in December, with further reduction in April and May especially between Allahabad and Sirsa. From Allahabad to Kanpur the river is navigable for boats with a draft of 3 ft. at mid-water stage and by boats having a draft of 2 ft. at low water stage.

At present there is no scheme to improve the navigability of the river Ganga between Kanpur and Allahabad. The U.P. Government propose under the Third Five Year Plan, to undertake bandalling on the river from Allahabad to U.P. Border on the Patna route. The Bihar Government

have been undertaking conservancy work in the river from Buxar to Rajmahal. Ganga Brahmaputra Water Transport Board sanctions grants to the State Government for the purpose.

DR. JAWAHARLAL ROHATGI: I would like to know whether the Government is contemplating to give more attention to the use of water passages.

SHRI RAJ BAHADUR: Madam, that is our intention.

STICKING UP OF TUG AND PASSENGER FLAT BETWEEN PALEZAGHT AND MAHENDRUGHAT

*387. SHRI R. P. N. SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that one tug and a passenger flat got stuck up in the sands last year between Palezaght and Mahendrughat of the North Eastern Railway;

(b) if so, whether they have been taken out by now; and if not, what are the reasons therefor; and

(c) what is the extent of loss the Railway has suffered so far on account of the grounding of the above tug and the flat?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) Yes, Madam. One steam tug was grounded on 6-10-1961 and a passenger flat on 28-10-1961.

(b) Yes, Madam. The passenger flat was refloated on 28-7-1962 and steam tug on 30-7-1962.

(c) Loss to the extent of Rs. 34,000 has been suffered on this account.

SHRI R. P. N. SINHA: May I know why they took so much time to take it out?

SHRI SHAH NAWAZ KHAN: dam, the main reason was the age of water. There was very

water in the stream and it could not be refloated.

*388. [The questioner (Shri Chandra Shekhar) was absent. For answer, vide col. 1977 infra.]

TANKER ACQUIRED BY JAYANTI SHIPPING COMPANY

*389. **SHRI BABUBHAI CHINAI:** Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the Jayanti Shipping Company has acquired a tanker and if so, when it was acquired;

(b) when did the tanker touch any Indian port for the first time, and when it was last reported to have touched any Indian Port; and

(c) what is the amount earned so far by Jayanti Shipping Company by plying this tanker?

THE MINISTER OF SHIPPING IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) Yes, Madam. The tanker was acquired by the Company in August, 1961.

(b) The tanker touched the Port of Bombay for the first time on 22nd August, 1961. It has not subsequently touched any Indian Port.

(c) According to the Company, the earnings of the tanker upto 31st March 1962 were Rs. 29,64,996 in sterling.

SHRI BABUBHAI CHINAI: May I know whether this earning is in foreign exchange or in rupees?

SHRI RAJ BAHADUR: This is in foreign exchange, Madam.

SHRI BABUBHAI CHINAI: May I know whether this foreign exchange has been deposited with the Reserve Bank of India up-to-date or not?

SHRI RAJ BAHADUR: This is all credited to the Company's account at the headquarters in India.

PANDIT S. S. N. TANKHA: May I know why the tanker is not made use of and why it is lying unused?

SHRI RAJ BAHADUR: It is being fully used, Madam. It has been chartered to the Burmah-Shell, and it is as per some arrangements arrived at with the Burmah-Shell that it is so chartered.

SHRI DAHYABHAI V. PATEL: May I take it that the use of this tanker outside India is much more than its use inside India and for the requirements of India?

SHRI RAJ BAHADUR: The use is for earning foreign exchange. The crude is brought normally by the tankers of the oil companies. They promised to take one tanker from us—the Burmah-Shell—and they have done that. It is up to them to use it either for bringing imported crude from abroad to India or for something else. But the fact remains that our tanker is being put to use.

SHRI BABUBHAI CHINAI: Is it not a fact that the crew employed are all foreigners and, therefore, to that extent we will be losing some foreign exchange, because we will have to pay them in foreign exchange? Also, Madam, what is the amount involved?

SHRI RAJ BAHADUR: They had been given some time to change the crew. In the beginning we required the necessary personnel—crew—for plying that tanker. That is why some time was given. They have already employed or engaged a number of officers, and we hope that the change-over will take place shortly, by the 24th September at the latest.

SHRI DAHYABHAI V. PATEL: How much of the foreign exchange earnings of this Company has been