

COUNCIL OF STATES

Monday, 21st July 1952

The Council met at a quarter past eight of the clock, MR. CHAIRMAN in the Chair, r

ORAL ANSWERS TO QUESTIONS

ACQUISITION OF LAND AT MOKAMEH GHAT

*i2. PROF. DINKAR : Will the Minister for RAILWAYS be pleased to state :

(a) the total area of the cultivable and non-cultivable land permanently acquired at Mokameh Ghat (Bihar) in connection with the Ganga Bridge Project and the rate per acre at which the price was paid to the owners of the land ;

(b) the total area of the land acquired temporarily and the rate per acre at which compensation was paid to the owners from year to year ; and

(c) the total cost of expenditure over the said project up till now ?

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR) : (a) The total area of cultivable and non-cultivable land permanently acquired is 88-83 and 15-07 acres, respectively. Owners were paid rupees four to five thousand per acre for cultivable land and rupees one to two hundred per acre for non-cultivable land.

(b) 1 • 3 acre of land was acquired temporarily for one year only and compensation at Rs. 575/- per acre per annum was paid to owners.

(c) Rs. 46-48 lakhs up to 31st March 1952.

PROF. DINKAR : Why did the Government suddenly leave the work ? Was it due to the fact that there was a demand from the Bihar Government at CS.D.

that the bridge should be constructed at Patna instead of at Mokameh Ghat ?

SHRI LAL BAHADUR : That was not so. Owing to the unprecedented high floods in 1948 there was a small change in the regime of the river at Mokameh Ghat and the river showed an indication of developing a second channel.

PROF. DINKAR : What is the recommendation of the Viswesvarayya Committee ?

SHRI LAL BAHADUR : The recommendation is that Mokameh is the most advantageous site.

PROF. DINKAR : Has this been approved by the Cabinet ?

SHRI LAL BAHADUR : The report is still under consideration.

PROF. DINKAR : When is the construction likely to be started ?

SHRI LAL BAHADUR : When we have considered the report and arrived at a decision.

DR. P. C. MITRA : On what basis were the rates paid for the lands ?

SHRI LAL BAHADUR : The owners were paid Rs. 4,000 to Rs. 5,000 per acre for cultivable lands and Rs. 1,000 to Rs. 2,000 for non-cultivable lands.

DR. P. C. MITRA : On what basis was this done ? Is it the pre-war rate or the present rate ?

SHRI LAL BAHADUR : I am not aware of this.

SHRI TAJAMUL HUSAIN : What would be the approximate cost of the bridge at Mokameh ?

SHRI LAL BAHADUR : I cannot give the exact figure. But if the hon. Member so desires, I can place it before this House later.

SHRI TAJAMUL HUSAIN : May I know whether the Government of Bihar have been consulted in this matter and if so, what is the opinion of the Bihar Government—whether they are in favour of the bridge at Patna or at Mokameh ?

SHRI LAL BAHADUR : The Government of Bihar has already been consulted and so far as I know, they are also of the opinion that the bridge should be constructed at Mokameh Ghat.

SHRI B. RATH : Am I to understand from the previous answer that the final plan of the bridge has not yet been decided by the Cabinet?

SHRI LAL BAHADUR : I have said so. I have said that the report is under the consideration of the Government.

SHRI B. RATH : May I know how the land has been acquired in spite of the fact that the site of the bridge has not yet been finalized?

SHRI LAL BAHADUR : The hon. Member has not followed what I said just now. That site was decided upon some time back and actually the construction had started but there was some difficulty on account of floods. So a special Committee was appointed and that Committee has now recommended that the construction should be made at Mokameh.

PROGRESS MADE ON INDIAN SHIPPING

•14. SHRI C. G. K. REDDY : Will the Minister for TRANSPORT be pleased to state :

(a) what progress has so far been made towards reaching the target of two million tons for Indian shipping recommended by the Reconstruction Policy Sub-Committee on shipping, presided over by Shri C. P. Ramaswami Iyer ; ml

(b) what action is being taken to reach this target as soon as possible ?

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR) : (a) The owned tonnage of Indian shipping has now increased to 4.1 lakh gross registered tons as compared with only about 1.5 lakh gross registered tons early in 1947.

(b) Shipping is in the private sector and the initiative for acquisition of additional tonnage rests primarily with the Indian shipping companies. The Government of India have, however, taken active steps to assist in this process. They have set up a Shipping Corporation on a State-c/m-private ownership basis, with 74 per cent, of the capital financed by themselves, for acquiring ships and operating them in regular liner services in selected overseas routes. They have arranged for ships to be built at the Visakhapatnam Shipbuilding Yard for sale to Indian shipping companies on the basis of payment by instalments spread over a number of years. Loans are also being made available to Indian shipping companies on reasonable terms for purchase of ships from abroad. All this is being done in pursuance of a five year programme which has been evolved in consultation with the Planning Commission. It is expected that by the year 1956, when this programme has been fully implemented, an addition of about 2,00,000 gross registered tons will have been made to Indian owned tonnage.

SHRI C. G. K. REDDY : Am I to understand that the target of 2 million tons has been given up by the Government ?

SHRI LAL BAHADUR : The Government never decided that the target would be 2 million tons.

SHRI C. G. K. REDDY : Are the Government aware that the Shipping Reconstruction Policy Committee had recommended the constitution of the Indian Shipping Board, and have they taken any action in this regard ?

SHRI LAL BAHADUR : Yes. The recommendations of that Committee were before the Government but the