

**Shri Raj Bahadur:** As a matter of fact, it is not a new policy; it is only a variation of the old policy we have adopted and followed. As a matter of fact, it has proved quite successful. So far we have acquired 46 vessels totalling 254,000 GRT at a total cost of Rs. 21.96 crores. Under the new scheme also I hope some acquisitions will be made. In fact, we have already received certain proposals.

**Shri Ramanathan Chettiar:** What is the foreign exchange earned by the new Jayanti Shipping Company?

**Mr. Speaker:** Order, order. Now we cannot go into each individual company and the foreign exchange earned by it.

**Shri Ramanathan Chettiar:** I put this specific question because an assurance was given in this hon. House by the Minister of Shipping that the Jayanti Shipping Company has been given this concession purely on the assurance given by the Managing director of that Company that whatever foreign exchange the shipping company will earn will go to the purchase of new ships. That is why I have put this question. What is the present position?

**Shri Raj Bahadur:** I think, the hon. Member has not put the terms and conditions under which the loan agreement has been arrived at with the Jayanti Shipping Company. For his information I may say that they have so far got only one tanker which they purchased on a deferred payment basis. That ship particularly has earned Rs. 29 lakhs or Rs. 30 lakhs. That figure is correct upto the end of 31st July. That company is earning foreign exchange which is coming entirely to the country and is adding to its foreign exchange reserves. Apart from that, they have brought Rs. 1.5 crores as paid-up capital which also is going to be in foreign exchange. They have asked for another Rs. 2 crores of capital issue a large part of which is in foreign exchange. They have asked for another Rs. 2 crores of capital

issue a large part of which is in foreign exchange. So, we are getting foreign exchange even through this company.

**Mr. Speaker:** Shri Mahida.

**Shri Narendra Singh Mahida:** My question has been covered. I wanted to know about the number of ships.

**Shri Raj Bahadur:** I have given that information. I said 46 ships totalling 254,000 GIT.

5 महेंद्रघाट स्टेशन पर टिकटों का न बेचा जाना

७६७. श्री रा० प्र० सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर बिहार के भिन्न-भिन्न भागों से बस द्वारा आने वाले हजारों यात्री नित्य प्रतिदिन पूर्वोत्तर रेलवे के पहलेजाघाट से रेलवे जहाज में सवार हो कर महेंद्रघाट जाते हैं ;

(ख) क्या यह भी सच है कि पहलेजाघाट पर टिकट खरीदने वाले यात्रियों को बगैर टिकट के समझा जाता है, और उन्हें नान-बुकिंग चार्ज के रूप में कुछ अधिक भाड़ा देना पड़ता है ;

(ग) क्या यह सच है कि महेंद्रघाट से पहलेजाघाट के लिए टिकट नहीं बेचे जाते हैं और यात्रियों को लाचार हो कर सोनपुर का टिकट खरीदना पड़ता है ; और

(घ) यदि उपरोक्त भाग (क) से (ग) के उत्तर स्वीकारात्मक हों, तो इन अनियमितताओं को दूर करने के लिये सरकार का क्या कदम उठाने का विचार है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) से (घ). एक बयान सभा पटल पर रख दिया गया है ।

विवरण

जब यात्री केवल एक घाट से दूसरे घाट तक यात्रा करते हैं और जब उनकी मात्रा का कोई भाग रेलवे से तय नहीं होता, तो रेलवे

फेरी को उन्हें ले जाने का अधिकार नहीं है। इन परिस्थितियों में जो यात्री एक घाट से दूसरे घाट तक रेलवे फेरी की यात्रा करते हुए बकड़े जाते हैं, उन्हें बिना टिकट यात्रा करते हुए समझा जाता है और उनसे सोनपुर और दीघाघाट महेन्द्रघाट कंबीच की दूरी का किराया और अधि-प्रभार लिया जाता है।

जो यात्री एक घाट से दूसरे घाट पर आते जाते हैं, उनके लिए राज्य सरकार ने अलग से फेरी चलाने का लाइसेंस दे रखा है। रेल से आगे यात्रा करने वाले यात्रियों के अलावा जो यात्री एक किनारे से दूसरे किनारे पर आना जाना चाहते हैं, उनको इन्हीं फेरी व्यवस्थाओं का उपयोग करना होता है।

**Shri D. N. Tiwary:** May I know whether this matter was discussed with the Government of Bihar and as a result of that discussion whether any agreement has been reached with the Bihar Government about issuing tickets from Mahendrughat to Pahalezaghat and from Pahalezaghat to Mahendrughat?

**Shri S. V. Ramaswamy:** No, Sir. My hon. colleague, Shri Shahnawaz Khan, was there. He discussed it with the Minister of PW of the Bihar Government. They have the exclusive right to carry passengers from bank to bank and I think they have leased it for three years now at the rate of Rs. 88,000 per annum to a private party. The Government of Bihar is not willing to allow the Railways to carry passengers from bank to bank.

**Shri Bhagwat Jha Azad:** Since there is a possibility of capacity being there to carry passengers from one ghat, that is, from Mahendrughat to the other side, why does the Railway allow the ferry to go empty rather than allow passengers to get into it if they do not travel over some railway? Why do you want to force extra fare on them?

**Shri S. V. Ramaswamy:** The question may be directed to the Bihar Government.

**Shri Bhagwat Jha Azad:** Why should the Railways not allow passengers to go by that? Why should they refer to the Bihar Government?

**Shri S. V. Ramaswamy:** That is what we are willing to do. We can do it; we can transport passengers.

**Shri Bhagwat Jha Azad:** When there is capacity available in the ship of the Railways to carry passengers from one ghat to another, why do they not allow passengers to go by it and allow it to go empty?

**The Minister of Railways (Shri Swaran Singh):** I think it is a legitimate concern expressed by the hon. Member, if we take a purely commercial view. We would very much like to carry passengers in the railway ferry from one ghat to the other, but we have to respect the wishes of Bihar Government in this respect who have got the exclusive right to carry passengers from one ghat to another.

**श्री रा० प्र० सिंह :** मैं यह जानना चाहता हूँ कि यह जो यात्रियों से अनियमित रूप से पैसा ले लिया जाता है, यह घटवारों और रेलवे अधिकारियों के षडयंत्र के फलस्वरूप हो रहा है ?

**श्री स्वर्ण सिंह :** इसका हमें इत्म नहीं है।

#### 6 I.A.C. and Air Ceylon Pooling of Services

\*798. **Shri Ravindra Varma:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Indian Airlines Corporation has reached any understanding with Air Ceylon in regard to the pooling of the services operated by the two Airlines in certain sectors, with a view to avoiding wasteful competition; and

(b) if so, what are the details of the agreement that has been arrived at?

**The Deputy Minister in the Ministry of Transport and Communications**