

50 per cent. is being carried in their own vessels and they are given a higher freight.

श्री रघुनाथ सिंह : क्या मैं जान सकता हूँ कि जब अमरीका अपने जहाजों को ५० प्रतिशत प्रिरेन्स देता है तो हिन्दुस्तान भी क्यों नहीं उसी नीति का अनुसरण कर सकता है ?

श्री राज बहादुर : यह एक ऐसा प्रश्न है जिस में बहुत से सवाल आ जाते हैं। उन में एक सवाल यह भी आता है कि क्या हमारा ट्रेड उस को बेअर कर सकता है या नहीं। इस सवाल का जवाब इतनी आसानी से नहीं दिया जा सकता।

Mr. Speaker: Next question. I think there has been some misunderstanding. Two questions of Shri Raghunath Singh should not have appeared one after another. I can pass on to the next question.

Shri Raghunath Singh: This is quite a different question.

Mr. Speaker: Both should not be entered one after another as we have a rule that unless the whole list is gone through and every other Member has got an opportunity, the same Member cannot put another question.

Shri S. M. Banerjee: Why should the Member suffer for that? It is not his mistake.

Mr. Speaker: I will suffer.

Shri S. M. Banerjee: Let us all suffer.

Mr. Speaker: The hon. Member will put his question.

Shri Raghunath Singh: It is not my fault.

Mr. Speaker: I am asking the hon. Member to put his question.

Shri Raghunath Singh: Question No. 168.

Transportation of Coal by Coastal Shipping

*168. **Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) the quantity of coal transported by coastal shipping during the period 1960-61 and 1961-62; and

(b) the steps taken by Government to encourage coastal shipping to carry coal at economical rate?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the Lok Sabha.

STATEMENT

(a) 1,157,310 tons during the 12 months from May 1960 to April 1961 and 1,408,106 tons during the 11 months from May 1961 to March 1962.

(b) The Indian shipping companies asked for an upward revision of freight rates on the coast on the ground that the prevailing rates are uneconomical. The Government Director on the Board of Directors of Indian Shipping Companies was asked to enquire into this and his report, which was submitted in March, 1962, is now under consideration of Government.

Government have also taken several steps to improve the facilities at the loading and unloading ports in order to quicken the turn-round of collieries. These include the setting up of coal co-ordination committees at ports of Calcutta, Madras and Bombay and the appointment of a Liaison officer at Madras for securing effective co-ordination between the Railways, Port Authorities, the Ship-owners and other interests concerned in the handling of colliers in South Indian ports. Government have also accorded special priority to the work of improving the draft in the Hooghly in order to enable coastal vessels to carry fuller loads from Calcutta.

श्री रघुनाथ सिंह : आपने जो डाइरेक्टर नियुक्त किया था उसने एक रिपोर्ट दी है। मैं जानना चाहता हूँ कि उसने सीराट्ट और महाराष्ट्र में सस्ते कोयलो को पहुंचाने के लिये क्या क्या सुझाव दिये हैं ताकि उन राप्यों को सस्ता कोयला प्राप्त हो सके ?

श्री राज बहादुर : शायद यह मेरे लिये वह उचित न होगा कि जो रिपोर्ट अभी हमने सबन के सामने नहीं रखी है और जिस पर अभी विचार हो रहा है उसके सम्बन्ध में कुछ भी कहूं ।

Shri A. C. Guha: I think that there was a proposal that Government would have their own coastal shipping for carrying coal, instead of paying subsidy to private companies. If there has been any such proposal, may I know what has happened to that proposal?

Shri Raj Bahadur: The matter has come up rather urgently before us, recently in view of the demand for coal movement and the shortage of tonnage for the same. But the fact of the matter is that it was our idea that so far as coastal shipping is concerned, we should leave it to the private sector. In case our trade suffers, the movement of coal also suffers, we shall have to think seriously on these lines, but I cannot make any forecast on this.

Shri Bhagwat Jha Azad: It is a fact that it has been suggested to Government that in order to encourage the transportation of coal by ships, the present freights should be revised?

Shri Raj Bahadur: No, they said that the present rates as they obtain are not economical, and, therefore, we appointed an officer to go into the question, study the whole thing and then submit his report. He has submitted his report recently, that is, in March, and that report is under examination.

Shri Shaym Lal Saraf: May I know how much of coastal trade we carry now in our own vessels?

Shri Raj Bahadur: The coastal trade is cent per cent in our own vessels, but, of course, we have to charter foreign vessels for our coastal trade, occasionally.

श्री का० रा० गुप्त : समुद्र से किन किन स्थानों को कोयला पहुंचाने की योजना है और वह कितने वेंगन लोड के बराबर होगा ?

श्री राज बहादुर : कलकत्ते से पूर्व में और पश्चिम में जितने बन्दरगाह हैं, जिनके नाम लिये गये, वहां कोयला पहुंचाया जाता है, सोराष्ट्र तक पहुंचाया जाता है ।

श्री का० रा० गुप्त : वह कोयला कितने वेंगन लोड के बराबर होगा ?

श्री राज बहादुर : वेंगन लोड से हिसाब नहीं रखा जाता । टन्स का हिसाब है । दो मिलियन टन का टारजेट है ।

श्री का० रा० गुप्त : मेरा सवाल यह था . . .

Mr. Speaker: Order, order. The hon. Member should not argue that point now. When he has asked a question, and the answer has been given already, if he wants to ask any other question, he must seek further permission from the Chair to do so.

Shri Yallamanda Reddy: May I know the important aspects of the report by the Government Director, and when the Government propose to take their decisions on the same?

Shri Raj Bahadur: The report has been submitted, and it is at present under examination in consultation with the various Ministries concerned. But I think it will take some time before the full impacts of the recommendations are understood and studied and a decision taken thereon.

Shri Yallamanda Reddy: The hon. Minister has not answered my question. I wanted to know the important aspects of the report. It has already been submitted to Government.

Mr. Speaker: If it is being examined by the Ministries, it cannot be revealed just now. The hon. Member should know that unless it has been examined, the contents cannot be given out.

Shri Morarka: Is it a fact that at some ports, the unloading facilities not being there, the unloading is delayed, and consequently, some of the ships have been converted into floating godowns for cargo?

Shri Raj Bahadur: That was the complaint initially and that was really the problem. But we have made improvements in the situation, as will be evident from the figures which I shall give. These are comparative figures as on 5th May, 1960 and 15th January, 1962. The figures which I am giving are in tons per day; these are the averages over a fortnight. In the case of Madras, originally it was 426 tons, but now it is 1253 tons. In the case of Tuticorin, it was 719 tons previously and now it is 918 tons. In the case of Cochin, it was 488 tons before, and now it is 726 tons. In the case of Bombay, it was 989 tons before, and now it is 1382 tons. I have figures for the other ports also, but I have given figures only for the important ones.

River Boards

*169. **Shri D. N. Tiwary:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that Boards are proposed to be set up for various rivers (inter-State) for regulation of supplies of water;

(b) whether the State Governments concerned have been sounded; and

(c) if so, their reactions?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim):

(a) Yes, Sir.

(b) Yes, Sir.

(c) The State Governments concerned with the Mahi, the Mahanadi, the Narmada and the Tapti River Basins have communicated their concurrence while it is awaited from the States concerned with the remaining river basins.

श्री डा० न० तिवारी : क्या मैं जान सकता हूँ कि शुरू शुरू में कितने ऐसे रिवर बोर्ड्स स्थापित होंगे ?

हाफिज मुहम्मद इब्राहीम : शुरू तो किया गया है। इन दरियाओं के जिन के कि नाम लिये गये हैं जैसे महानदी, ताप्ती वगैरह दरियाओं के लिये बोर्ड्स पहले बनाये जायेंगे और उस के बाद और स्टेट्स के लिये बनाये जायेंगे।

श्री डा० न० तिवारी : क्या मैं जान सकता हूँ कि स्टेट्स गवर्नमेंट्स का रिप्रेजेंटेशन किम हिसाब से होगा ?

हाफिज मुहम्मद इब्राहीम : इस में स्टेट्स के रिप्रेजेंटेशन का हिसाब नहीं है . . .

(Interruptions)

अध्यक्ष महोदय : मिनिस्टर साहब अगर मुझे जवाब दे तो दूसरे सदस्य भी उन को सुन सकेंगे।

हाफिज मुहम्मद इब्राहीम : मैं यह अर्ज कर रहा था कि जो रिवर बांड्स ऐक्ट है उस में उस का एक खाम कास्टीट्यूशन दिया गया है। उस के मुताबिक बनने हे। उस में सेंट्रल गवर्नमेंट और दूसरों का सवाल पैदा नहीं होता . . .

(Interruptions)

डा० गोविन्द बास : अभी मंत्री जी ने कहा कि महानदी, नर्मदा और ताप्ती के सम्बन्ध में विचार किया जा रहा है तो क्या मंत्री जी को यह बात मालूम है कि जहाँ तक नर्मदा का सम्बन्ध है उस के विषय में बहुत वर्षों से . . .

अध्यक्ष महोदय : माननीय सदस्य और मिनिस्टर साहब इस तरह से सवाल कर रहे और जवाब दे रहे हैं मानो एक दूसरे से बात कर रहे हों। अगर माननीय सदस्य मुझ से सवाल करें और मंत्री महोदय मुझे जवाब दें तो तमाम हाउस उन को सुन सकेगा।