

and Ward from Malabar or some other area?

**SONEPUR-HAZIPUR RAILWAY BRIDGE**

\*1441. **Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state :

(a) whether the estimated life of the Sonepur-Hazipur bridge on the North Eastern Railway was completed three years back;

(b) whether there is any danger involved in the continued use of the bridge; and

(c) whether there is any proposal to construct a new rail-cum-road bridge at the site?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) Yes, Sir; only for the purposes of annual Sinking Fund payments as laid down in para. 706 of the Indian Government Railways General Code, a copy of which is available in the Library of the House.

(b) No, Sir.

(c) There is a proposal to construct a new bridge but it is too early to say whether it would be a rail-cum-road bridge or not.

**Pandit D. N. Tiwary:** Was there any extra levy or charge on railway fare, or on the bridge in that area?

**Shri Shahnawaz Khan:** I do not think so.

**Pandit D. N. Tiwary:** Is it a fact that a few years ago people and animals were charged for crossing the bridge?

**Mr. Deputy-Speaker:** The hon. Member's question is whether any toll fee was collected?

**The Minister of Railways and Transport (Shri L. B. Shastri):** I am not aware of that, but I am prepared to look into it.

**बाबू रामनारायण सिंह :** जब इस पुल की धक्की समाप्त हो चुकी है तो इसका व्यवहार क्यों किया जा रहा है ?

**श्री शाहनवाज़ खाँ :** इसलिये कि यह जरूरी नहीं है कि जिस वक्त उसकी उम्र पूरी हो जाय तो वह काम के लायक नहीं रहता है। आम तौर पर जो उसकी उम्र का हिसाब लगाया जाता है वह सिंकिंग फंड के हिसाब से लगाया जाता है। उस हिसाब से उसकी उम्र पूरी हो चुकी है। लेकिन सरविस के लिहाज़ से उसकी उम्र पूरी नहीं हुई है और बड़े भ्रष्टे इंजिनियर्स ने उसका मुआयना कर लिया है और उनकी राय है कि उसमें कोई खतरा नहीं है।

**TRANSPORT OF OIL BY SHIPS**

\*1442. **Shri M. L. Dwivedi:** (a) Will the Minister of Transport be pleased to state the reasons why irrespective of reservations of coastal trade to Indian shipping, agreements have been reached between the Government of India and a few foreign oil companies permitting them to carry oil on the coast?

(b) Has any additional right been also given to the foreign oil companies apart from carrying oil on coast, to charter any number of ships and if so, what is the number of ships?

(c) What are the reasons for such chartering?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) This was considered necessary because there was no early prospect at that time of any tankers being acquired for the Indian Registry. The Agreement with the oil companies, however, provides for the use of tankers owned by the Government of India or by a Shipping Corporation in which Government hold the majority of voting shares.

(b) The companies are free to charter as many tankers as may be needed for the carriage of oil or products.

(c) Does not arise.

**श्री एम० एल० द्विवेदी :** कौन कौन सी विदेशी कम्पनियों से सरकार ने ऐसा समझौता

किया है और उन को प्रति साल कितना पेमेंट किया जायगा ?

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री) : खास तौर पर तो बरमा शेल है, फिर एस० वी० ओ० सी, स्टैंडर्ड वैक्युअम प्रायल कम्पनी, और काल्दक्स हैं। जहाँ तक इन को रुपये देने की बात है वह मैं समझ नहीं सका, उन को कोई खास देना तो नहीं है।

श्री एम० एल० द्विवेदी : जो एप्रोमेंट तेल लाने के एवज बगैरह के लिये है, तो उसके लिये जो रुपया मिलेगा वह कुल कितना रुपया विदेशी कम्पनियों को सरकार से तेल लाने की एवज में मिलेगा ?

श्री एल० बी० शास्त्री : यह कम्पनियां तो अभी तेल बनायेंगी, फिर कितना तेल होगा, उस के बाद ही यह सब बातें देखनी पड़ेंगी।

**Shri H. N. Mukerjee:** Have Government taken any concrete steps so far to ensure that a goodly proportion of the oil when it is ready is transported in our own chartered vessels?

**Shri Shahnawaz Khan:** At present we are not chartering any vessels because transport of oil is a very specialised trade. It is done only in tankers. We do not possess any tankers.

श्री एम० एल० द्विवेदी : क्या यह कोशिश की जा रही है कि निकट भविष्य में प्रायल टैंकर हो जाय ? यदि हां तो यह कब तक सम्भव होगा ?

श्री शाहनवाज खान : इस बात की बहुत ज्यादा जरूरत महसूस की जा रही है कि हिन्दुस्तान के अपने टैंकर्स हों और इसी चीज को मद्देनजर रख कर दो टैंकर्स का बहुत जल्दी इन्तजाम किया जाने वाला है।

#### TELEPHONE MESSAGE RATE SYSTEM IN HYDERABAD

\*1443. **Shri Krishnacharya Joshi:** Will the Minister of Communications be pleased to refer to the reply to starred question No. 124 asked on the 4th August, 1953 and state:

(a) whether the check-up of the telephone system has been completed; and

(b) if so, when Government propose to introduce "Message Rate" system in the Hyderabad Telephone Exchange?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) Yes.

(b) Arrangements for introducing 'Message Rate' system are being finalised. The precise date of introduction is dependent on the finalisation of these arrangements.

**Shri Krishnacharya Joshi:** May I know whether the business men of Hyderabad and Secunderabad cities are against the introduction of this message rate system?

**Shri Raj Bahadur:** The introduction of message rate system ensures both to the benefit of the subscriber and of the telephone system in the long run, and the advantages of it come to light to the subscribers themselves when they begin using it.

**Shri Krishnacharya Joshi:** May I know whether the Government of Hyderabad has been consulted in the matter?

**Shri Raj Bahadur:** They have been consulted and their one objection, that it might inflate their bill in regard to their telephone calls has been met by a hundred-line P.B.X. board which has been installed.

**Shri Mohiuddin:** May I know when the new Exchange will be set up there and whether this message rate system will be introduced after it is set up or before?

**Shri Raj Bahadur:** As a matter of fact, after the decision was taken in regard to the introduction of the