

(ख) उन देशों के नाम क्या हैं जहाँ भारतीय जहाजरानी कम्पनियों द्वारा माल सीधे ले जाया गया है और उन देशों के नाम क्या हैं जहाँ समुद्री मार्ग द्वारा माल ले जाये जाने की अनुमति न मिलने के कारण सामान दूसरे देशों से होकर ले जाया गया है, और

(ग) उक्त अवधि के दौरान विदेशी कम्पनियों को क्षतिपूर्ति तथा भाड़े के रूप में कितनी राशि भ्रवा की गई है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बुटा सिंह) :

(क) (आकड़े लाख टन में दिए गए हैं)

वर्ष	भारतीय नौवहन कम्पनियों द्वारा	विदेशी नौवहन कम्पनियों द्वारा
1976-77	82.67	284.61
1977-78	78.23	242.04
1978-79	63.44	251.32

(ख) भारतीय नौवहन कम्पनियाँ विश्व व्यापार के सभी देशों को सीधे अथवा ट्रांशिपमेन्ट द्वारा माल भेजती हैं। इनमें वे देश शामिल नहीं हैं जिनके लिए भारत के पास सीधी नौवहन मार्ग की सुविधा उपलब्ध नहीं है या जिनके साथ व्यापार करना मना है और इसीलिए भारतीय नौवहन कम्पनियों को इन देशों के पत्तनों पर जाने की अनुमति नहीं है।

(ग) इस अवधि में जानकारी किसी खास रजिस्टर में एक स्थान पर नहीं रखी गई है।

#### **Dredging Corporation of India Ltd.**

4686. SHRI K. A. SWAMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) when and what were the objectives of the formation of the Dredging Corporation of India;

(b) what is the constitution of its Board of Directors;

(c) what was the process and qualifications specified for selection of its Managing Director or Chief Executive;

(d) who is the present Managing Director or Chief Executive, with salary and terms of office and qualifications;

(e) what is the capital outlay of the Dredging Corporation of India, its physical assets in terms of the number of Dredgers, etc.; and

(f) the recruitment procedures which is adopted for the selection of the various officers and lower category posts?

#### **THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):**

(a) Dredging Corporation of India Ltd., a wholly Government-owned Company, was registered on 29 March, 1976, to acquire and take over from Government of India MOT Dredgers and other crafts/equipment and to establish an integrated dredging service for the country.

(b) Its Board of Directors is constituted under its Article of Association. The number of Directors of the Company shall not be less than four and more than twelve as laid down in Articles 18 and 19 thereof.

(c) and (d). Selection of the Chairman-cum-Managing Director is made on the recommendation of the Public Enterprises Selection Board. Capt. S. K. Somayajulu, who has a degree of Master (Foreign Going) and a Certificate of Competency, is the present Chairman-cum-Managing Director. He is drawing pay in the scale of Rs. 2,500—100—3000.

(e) The paid-up-capital of the Corporation, as on 31 March 1979, was Rs. 28 crores against its authorised capital of Rs. 30 crores. It has a fleet of 8 dredgers—4 drilling suction dredgers and 4 cutter suction dredgers,

3 Tugs, 3 Hopper Barges, 2 Split Barges and one set of Rock Drilling and Blasting Equipment of Norwegian—make.

(f) The recruitment procedure adopted by the Corporation is in accordance with instructions issued by Bureau of Public Enterprises from time to time and the relevant provisions of the Companies Act, 1956.

#### Shipbuild in Hindustan Shipyard

4687. SHRI K. A. SWAMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of Ships build by the Hindustan Shipyard, Visakhapatnam (Andhra Pradesh) since its first ship was inaugurated by late Shri Jawaharlal Nehru, with year-wise break-up;

(b) how many ships were commissioned for Indian shipping industry and how many were built for foreign buyers, with detailed account; and

(c) the overall account of its profit and loss, if any?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The total number of ships built and delivered by Hindustan Shipyard so far is 78. The year-wise break-up is given below:—

Year	No. of Vessels
1948-49 . . . . .	1
1949-50 . . . . .	3
1950-51 . . . . .	2
1951-52 . . . . .	2
1952-53 . . . . .	3

Year	No. of Vessels
1953-54 . . . . .	2
1954-55 . . . . .	2
1955-56 . . . . .	2
1956-57 . . . . .	2
1957-58 . . . . .	5
1958-59 . . . . .	1
1959-60 . . . . .	4
1960-61 . . . . .	2
1961-62 . . . . .	2
1962-63 . . . . .	3
1963-64 . . . . .	2
1964-65 . . . . .	2
1965-66 . . . . .	4
1966-67 . . . . .	2
1967-68 . . . . .	3
1968-69 . . . . .	2
1969-70 . . . . .	2
1970-71 . . . . .	3
1971-72 . . . . .	4
1972-73 . . . . .	2
1973-74 . . . . .	3
1974-75 . . . . .	3
1975-76 . . . . .	4
1976-77 . . . . .	3
1977-78 . . . . .	2
1978-79 . . . . .	1
1979-80 . . . . .	2

(b) All these ships were built for Indian buyers.

(c) The cumulative profit of the Company at the end of the financial year 1978-79 was Rs. 73.66 lakhs.