

(ख) यदि हां, तो उसके क्या कारण हैं?

नौवहन और परिवहन मंत्री (श्री बीरेन्द्र पाटिल) : (क) और (ख) : पोर्ट ब्लेयर में कुछ जलयान मरम्मत के लिए दो वर्षों से पड़े हुए हैं। एक जलयान मरम्मत के लिए 1977 से पड़ा हुआ है। स्टाक में सामान उपलब्ध न होने, मुख्य भूमि और सामान की खरीद में विलम्ब तथा मजदूरों और वर्कशाप सुविधाओं की कमी इसके कारण है। हाल ही में कुछ कदम उठाये गये हैं जिससे कि मरम्मत कार्य शीघ्र किया जा सके।

पोर्ट-ब्लेयर में जहाज की मरम्मत करने की सुविधायें

7360. श्री दया राम शाक्य : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) अंडमान और निकोबार द्वीप समूह में पोर्ट-ब्लेयर के ड्राई डाक-यार्ड में एक समय में मरम्मत के लिए कितने जहाज खड़े हो सकते हैं; और

(ख) इस समय वहां मरम्मत के लिए कितने जहाज खड़े हैं और वे कब-कब से वहां मौजूद हैं ?

नौवहन और परिवहन मंत्री (श्री बीरेन्द्र पाटिल) : (क) पोर्ट-ब्लेयर के वर्तमान ड्राई-डाक साइज 63 × 15 × 2.7 मी० में 200 फीट लम्बा और 9 फीट जल डुबाव का एक बोट, हैडल किया जा सकता है।

(ख) फरवरी, 1982 के अनुसार 2 से 22 महीने तक की अवधि के लिए 11 जहाज मरम्मत के लिए खड़े थे और एक जहाज 1977 से है।

पोर्ट-ब्लेयर और देश के अन्य भागों के बीच जहाज का अत्यधिक भाड़

7361. श्री दया राम शाक्य : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि क्या इस तथ्य को ध्यान में रखते हुए कि जहाजों के अत्यधिक भाड़े के कारण बहुत से टिक पर्यटन-स्थलों की यात्रा करने में अमर्ष रहते हैं, सरकार पोर्ट-ब्लेयर और देश के अन्य भागों के बीच जल रहे जों के भाड़े को घटाने के प्रस्ताव पर विचार करेगी ?

नौवहन और परिवहन मंत्री (श्री बीरेन्द्र पाटिल) : सरकार इस समय तों भी ऐसे प्रस्ताव पर विचार नहीं कर रही है।

Names of persons who headed different railway accident Enquiry Committees

7362. SHRI S. A. DORAI SEBASTIAN: Will the Minister of RAILWAYS be pleased to state:

(a) the names of persons who headed the different Inquiry Committees constituted to find out the causes of Railway accidents during 1980-81 and 1981-82;

(b) the action taken on the recommendations of these Inquiry Committees; and

(c) how many such Inquiry Committees are yet to submit their Reports?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). During 1980-81 and 1981-82 upto February, 1982, there have been 2054 train accidents, on the

all Indian Government Railways. Under the rules made under Section 34 of the Indian Railway Act, accidents are normally inquired into either by the Commissioners of Railway Safety or by Departmental Inquiry Committees comprised of railway officials of different departments. The level of a Departmental Inquiry is determined by the nature of individual accident concerned.

All these accidents have been inquired into and suitable action initiated on the accepted recommendations.

Compiling the names of the Members of all the Inquiry Committees as also the action taken on the recommendations made by them is a voluminous job and the labour involved in doing so is not likely to be commensurate with the results likely to be achieved.

Financial assistance sought by Poompuhar Shipping Corporation for purchase of ships from Bulgaria

7363. SHRI S. A. DORAI SEBASTIAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Poompuhar Shipping Corporation of Tamil Nadu had sought financial assistance from the Shipping Development Fund Committee in 1979 for buying three vessels from Bulgaria;

(b) if so, whether the financial assistance has been sanctioned;

(c) if not, whether it was due to the fact that the Tamil Nadu Government backed out of the contract with Bulgaria unilaterally; and

(d) the terms and conditions of the Shipping Development Fund Committee for sanctioning financial assistance?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) No, Sir. Since the deal for purchase of the ships from Bulgaria was treated as closed by Government of

Tamil Nadu, no financial assistance was sanctioned.

(c) The Government of Tamil Nadu treated the deal for purchase of Bulgarian ships as closed because according to them the Bulgarian Authorities were demanding revision in the price despite their assurance that there will be no revision of price or re-negotiation of the contract of 24th March, 1979.

(d) The Shipping Development Fund Committee extends to Shipping Companies financial assistance on the following terms and conditions:

(i) the assisted shipping company will pay interest @ 8 per cent p.a. However, if the shipping company does not commit default in terms and conditions of loans as prescribed by the SDFC and makes payment on or before the due date(s), a concessional rate of 7.5 per cent p.a. is charged. This rate of interest in respect of ships built in Indian Shipyards is 6.75 per cent p.a.

(ii) the loanee shipping company is required to provide adequate security so as to cover the 120 per cent of the loan amount by way of mortgaging of its existing fleet or providing securities such as Bank guarantees etc.

(iii) the loanee shipping company is required to maintain a debt equity ratio of 6:1.

(iv) the loan in respect of different types of ships are repayable in 14 to 17 years with a moratorium of one to two years, as the case may be. For second-hand ships, the repayment has to be made within 2/3rd of residual income tax life of the vessel with one year moratorium;

(v) the loanee shipping company is to be a company dealing exclusively in the business of shipping; and

(vi) the assisted shipping company is required to accept two nominees of the SDFC on its Board of Directors.