

the Treaty finalised in 1960. India, however, contributed a sum of Rs. 98.36 crores through the World Bank, towards the cost of replacement works in Pakistan

(c) No loss is suffered on this account though the utilisation of the remaining waters would undoubtedly benefit the country.

(d) The clearance of the Thein Dam Project has not been possible due to lack of consensus among the concerned States in respect of certain inter-State aspects

**Rise in prices of bunker oil at Indian and International Ports**

17. SHRI MADHU LIMAYE;  
SHRI GAJADHAR MAJHI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that there has been an unprecedented rise in the prices of bunker oil at Indian as well as international ports;

(b) if so, the extent of this rise at important ports handling Indian commerce;

(c) whether any levy or surcharge has been imposed by the Indian and foreign shipping companies because of this increase in bunker oil price; and

(d) its impact on import and export trade?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). With effect from 13th December 1973 the prices of Furnace Oil, Light Diesel Oil and High Speed Diesel Oil supplied to ships as Bunker Fuel were increased three fold from the level of the prices prevailing on 12th December 1973 at all Indian ports, and with effect from 16th December 1973 the prices ruling on 15th December, 1973 were doubled. The

sharp increases in Bunker prices were necessitated by the increase in prices and non-availability of the product in the adjoining ports and also the sharp increase in the price of imported Furnace Oil. The price increases were intended to minimise the off-take of Bunker Fuel at Indian ports.

These increases were not made applicable to the following:—

- (i) Vessels belonging to Indian Navy and Port Trusts.
- (ii) Fishing crafts.
- (iii) All vessels permitted by Director General (Shipping) to carry coastal cargo and/or passengers and performing coastal voyages between Indian ports excepting vessels on single or consecutive voyage charter basis

With effect from 31st January 1974 these prices were reduced and fixed at Bombay Port as under:—

	US \$ per M.T.
— — —	
Furnace Oil	130 00
Light Diesel Oil	170 00
High Speed Diesel Oil	210 00
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(c) Indian as well as foreign Shipping lines' Conferences announce surcharges from time to time, some of these have been revised upwards during the period from 1st December 1973 to 16th January 1974. No precise relationship can be established between the increase in Bunker Oil prices at the Indian ports and the aforesaid revisions.

(d) Foreign Flag vessels carry a very wide range of products from/to various countries to/from Indian ports. Since this involves various industries/trades no definite indication can be given of the impact of these increases on Import/Export trade.