

ESTIMATES COMMITTEE (1969-70)

(FOURTH LOK SABHA)

HUNDRED AND SIXTH REPORT

MINISTRY OF SHIPPING AND TRANSPORT

[Action taken by Government on the Recommendations contained in the Seventy-fourth Report of the Estimates Committee (Fourth Lok Sabha) on the Ministry of Shipping and Transport—Inland Water Transport]



LOK SABHA SECRETARIAT
NEW DELHI

February, 1970

Phalguna, 1891 (Saka)

Price : Re. 0.80

336-395/1
100

**LIST OF AUTHORISED AGENTS FOR THE SALE OF LOK SABHA
SECRETARIAT PUBLICATIONS**

Sl. No.	Name of Agent	Agency No.	Sl. No.	Name of Agent	Agency No.
ANDHRA PRADESH					
1.	Andhra University General Cooperative Stores Ltd., Waltair (Visakhapatnam)	8	12.	Charles Lambert & Company, 101, Mahatma Gandhi Road, Opposite Clock Tower, Fort, Bombay.	30
2.	G.R. Lakshipathy Chetty and Sons, General Merchants and News Agents, Newpet, Chandragiri, Chittoor District.	94	13.	The Current Book House, Maruti Lane, Raghunath Dadri Street, Bombay-1	60
ASSAM					
3.	Western Book Depot, Pan Bazar, Gauhari.	7	14.	Deccan Book Stall, Ferguson College Road, Poona-4.	65
BIHAR					
4.	Amar Kitab Ghar, Post Box 78, Diagonal Road, Jamshedpur.	37	MYSORE		
GUJARAT					
5.	Vijay Stores, Station Road, Anand.	35	RAJASTHAN		
6.	The New Order Book Company Ellis Bridge, Ahmedabad-6.	63	17.	Information Centre, Government of Rajasthan, Tripolia, Jaipur City.	38
HARYANA					
7.	M/s. Prabhu Book Service, Nai Subzimandi, Gurgaon, (Haryana).	14	UTTER PRADESH		
MADHYA PRADESH					
8.	Modern Book House, Shiv Vilas Palace, Indore City.	13	18.	Swastik Industrial Works, 59, Holi Street, Meerut City.	2
MAHARASHTRA					
9.	M/s. Sunderas Ginchand, 601, Girgaon Road, Near Princess Street, Bombay-2.	6	19.	Law Book Company, Sardar Patel Marg, Allahabad-1.	4b
10.	The International Book House (Private) Limited, 9, Ash Lane, Mahatma Gandhi Road Bombay-1.	22	WEST BENGAL		
11.	The International Book Service, Deccan Gymkhana, Poona-4.	26	20.	Granthaloka, 511, Ambica Mookherjee Road, Belgharia, 24 Parganas.	10
			21.	W. Newman & Company Ltd., 3, Old Court House Street, Calcutta.	4a
			22.	Firma K. L. Mukhopadhyay, 611A, Banchharam Akur Lane, Calcutta-12.	82
			23.	M/s. Mukherji Book House, 8B, Duff Lane, Calcutta-6.	

CORRIGENDA

TO

Hundred and Sixth Report of the
Estimates Committee (4th Lok Sabha)

Page 2, line 3:

Delete 'that'.

Page 3, line 21:

for 'periodica'
read 'periodical'

Page 11, line 27:

for 'report'
read 'rapport'

Page 13,

(a) Line 13 for 'rt' read 'port'

(b) Line 20 for 'Minis ry'
read 'Ministry'.

(c) Line 24 for 'slected'
read 'selected'

Page 28, line 15:

for 'curren ly'
read 'currently'

Page 33, line 15:

for 'difined'
read 'defined'

Page 38, line 10:

for 'remidial'
read 'remedial'

CONTENTS

		PAGE
COMPOSITION OF THE COMMITTEE		(iii)
COMPOSITION OF STUDY GROUP 'D' OF THE COMMITTEE		(v)
INTRODUCTION		(vii)
CHAPTER I	Report	1
CHAPTER II	Recommendations which have been accepted by Government	2
CHAPTER III	Recommendations which the Committee do not desire to pursue in view of the Govern- ment's reply	33
CHAPTER IV	Recommendations in respect of which replies have not been accepted by the Committee	38
CHAPTER V	Recommendations in respect of which final replies of Government are still awaited	41
APPENDIX—		
	Analysis of the action taken by Government on the recom- mendations contained in the 74th Report of the Esti- mates Committee (Fourth Lok Sabha)	45

ESTIMATES COMMITTEE

(1969-70)

CHAIRMAN

Shri M. Thirumala Rao

MEMBERS

2. Shri K. M. Abraham
3. Shri S. A. Agadi
4. Shri B. Anjanappa
5. Shri R. S. Arumugam
6. Shri Bedabrata Barua
7. Shri Brijraj Singh Kotah
8. Shri Dabliir Singh Choudhari
9. Shri Hem Raj
10. Shri Hukam Chand Kachwai
11. Shri M. Kamalanathan
12. Shri Bhanudas Ramchandra Kavade
13. Shri H. Ajmal Khan
14. Shri Zulfiquar Ali Khan*
15. Shri Samarendra Kundu
16. Shri Mahindra Bahadur Raja Kamakhya Prasad Singh Deo
17. Shri Masuriya Din
18. Shri Kartik Oraon
19. Shri Sarjoo Pandey
20. Shri Manubhai Patel
21. Shri Shashi Bhushan
22. Shri Ramavatar Shastri
23. Shri Shiv Kumar Shastri
24. Shri Nuggehalli Shivappa
25. Shri Arangil Sreedharan
26. Shri S. Supakar
27. Shri K. N. Tewari
28. Shri Gunanand Thakur
29. Shri Tula Ram
30. Shri Ramesh Chandra Vyas

SECRETARIAT

Shri M. S. Sundaresan—*Deputy Secretary.*

Shri T. N. Dhar—*Under Secretary.*

*Elected w.e.f. 22-12-69 vice Shri G. G. Swell resigned.

**STUDY GROUP 'D' OF ESTIMATES COMMITTEE
(1969-70)**

CONVENER

Shri Nuggehalli Shivappa

MEMBERS

2. **Shri K. M. Abraham**
3. **Shri B. Anjanappa**
4. **Shri Dalbir Singh Choudhari**
5. **Shri Hem Raj**
6. **Shri Hukam Chand Kachwai**
7. **Shri M. Kamalanathan**
8. **Shri H. Ajmal Khan**
9. **Shri Masuriya Din**
10. **Shri Kartik Oraon**
11. **Shri Shashi Bhushan**
12. **Shri Shiv Kumar Shastri**
13. **Shri S. Supakar |**
14. **Shri K. N. Tewari**

CHAPTER I

REPORT

The Estimates Committee are glad to observe that the recommendations contained in their Seventy-fourth Report (Fourth Lok Sabha) on the Ministry of Shipping and Transport—Inland Water Transport have been replied to by Government in time and generally to their satisfaction.

2. The Committee desire that further information on the progress made in the implementation of some of the recommendations may be furnished to the Committee.

CHAPTER II

RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Serial No. 1, Para 1.17)

The Committee agree with the observations made by the Committee on Transport Policy and Co-ordination and the Study Group on Assam River that Services that inland water transport should be developed as a part of the overall transport system in the country and that the national policy should be to make the maximum use of each form of transport. Inland Water Transport scores over other modes of transport because the capital and maintenance cost of inland water transport services are small as compared to other modes of transport.

Reply of Government

The recommendation of the Committee has been noted. Having regard to the importance of inland water transport in the overall transport system of the country, the Government of India have appointed a Committee on Inland Water Transport consisting of non-officials and officials to study the problems relating to inland water transport and suggest the possibility of drawing up specific schemes in selected regions. The recommendations of the Committee will be taken into consideration in finalising the proposals for the Fourth Five Year Plan.

(I.W.T. Directorate O.M.No. 1-IWT (23)/69 dated the 15th November, 1969).

Recommendation (Serial No. 2, Para 1.18)

The Committee appreciate that in order to develop inland water transport to such an extent that it is able to make an impact on the economy of the country, it is necessary to tackle the basic problems such as modernisation of the craft, improvement of the draft and maintenance of the rivers through dredging, provision of guaranteed minimum traffic, provision of "through booking" services, and running of commercial services by providing cheap and economic means of transport to the community. It is for the Central Organisation in the Ministry to provide the necessary stimulus and guidance for the development of inland water transport on a coordinated basis in the country. In this context, the importance of the Central Inland Water Transport Directorate in the Ministry cannot be over-emphasised.

Reply of Government

The recommendation of the Committee has been noted. As a first step, a Joint Technical Group comprising representatives of the I.W.T interests and Shipyards to undertake a study on the categories of craft which are in large demand and could be standardised with advantage and to draw up standard specifications thereof has already been set up and the group has started functioning. The Government of India have also set up an Inland Water Transport Committee to study the inland water transport problems of the country and to suggest a phased programme of development of this mode of transport with special reference to the running of commercially viable river services in selected regions including the supporting measures eg. the possibility of providing guaranteed minimum traffic and 'through booking' facilities for the commercial services. Based on their recommendations, action will be taken to provide necessary stimulus and guidance for development of Inland water transport on a coordinated basis and also for finalising the proposals for Fourth Five Year Plan.

[I.W.T. Directorate O.M.No. 1-IWT (23) /69 dated the 15th November, 1969]

Recommendation (Serial No. 3, Para 2.13)

The Committee note the items of work undertaken by the Inland Water Transport Directorate so far in pursuance of the Government Resolution dated the 23rd February, 1965. They would like to suggest that a periodic review of the performance of the Directorate vis-a-vis the functions allotted to it should be conducted and remedial measures taken wherever necessary.

Reply of Government

The recommendations made by the Committee is noted. As suggested, steps are being taken to review periodically the performance of the Directorate.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69 dated the 15th November, 1969]

Recommendation (Serial No. 4, Para 2.14)

The Committee would also like to stress that once specific functions have been allotted to an organisation by means of a Government Resolution, all efforts should be made to see that they are fully and adequately discharged.

Reply of Government

The Directorate carried out technical scrutiny and examination of such of the schemes received from the State Governments, as required immediate implementation and suggested their inclusion as centrally sponsored schemes in the Central Sector. The Directorate also render technical advice

on problems connected with inland water transport of the State Governments, as and when necessary. They are also charged with the responsibility of formulating and executing schemes in the Central Sector, carrying out amendments of I.S.V. Act, setting up regional training centres etc. However, the question of augmenting the Directorate will be considered on receipt of the report of the IWT Committee, set up by the Government of India.

[I.W.T. Directorate O.M. No.1-IWT (23)/69 dated the 15th November 1969].

Recommendation (Serial No. 5, Para : 2.15)

The Committee have been informed that "In March 1967, the Ganga Brahmaputra Water Transport Board was merged with the Directorate with a view to strengthen the Directorate. Depending on the development of Inland Water Transport, based on the recommendation of Inland Water Transport Committee recently set up, the question of further strengthening the IWT Directorate will be considered. The Committee hope that on receipt of the report of the IWT Committee, the recommendations made therein will be speedily examined and those accepted by the Ministry implemented without delay.

Reply of Government

The recommendation of the Estimates Committee has been noted. Action will be taken on receipt of the report of the I.W.T. Committee.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69 dated the 15th November, 1969.]

Recommendation (Serial No. 6, Para 2.16)

As regards the attached office of the Directorate at Patna, the Committee feel that there is not sufficient work in the office at Patna at present. However they will like the Ministry to bear in mind the views of the Government of Bihar that "Although I.W.T. is in a moribund condition at present, there are possibilities of starting river services on the Ganga and that the quantum of traffic by river is likely to increase with the completion of Farakka Barrage".

Reply of Government

The question of running river services on the Ganga will be considered after the receipt of the recommendations of the I.W.T. Committee set up under the Chairmanship of Shri B. Bhagavati and in that context a review of the attached office of the Directorate at Patna will be taken up on the basis of the recommendations of the Committee.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69 dated the 15th November, 1969.]

Recommendation (Serial No. 7, Para : 2.17)

As regards the office of Administrator, Pandu & Jogigopa Ports, the Committee suggest that the Ministry may conduct a review of the functions of this

attached office so far performed so as to find out to what extent the need for continuing such an office still remains, and if so, upto what period.

Reply of Government

The regional office of Gauhati was set up mainly for looking after the administration of Pandu and Jogigopa Ports when completed. But due to the discontinuance of the river services through East Pakistan, at present, there is not much activity in these ports. It was considered that it would be more appropriate and economical to hand over these ports with all assets to the C.I.W.T Corporation which is a Public Sector Undertaking under the Ministry and which is already having an establishment at Gauhati, for maintenance and management. Accordingly these ports have been handed over to the C.I.W.T.C. and the existing staff have either been taken over by the Corporation or transferred to Patna office.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69-dated the 15th November, 1969.]

Recommendation (Serial No. 8, Para 2.22)

The Committee note the composition and functions of the Steering Committee which was set up in 1967 primarily with the object of advising the Government in regard to the development of Inland Water Transport. The Committee suggest that the charter of duties of the Steering Committee should be laid down and the periodicity of meetings fixed so that the Steering Committee may make useful suggestions for the implementation of various schemes suggested by the State Governments as well as by the Committees appointed by the Government from time to time. The Committee also suggest that the minutes of the Steering Committee should be recorded, if not already done, and follow-up action taken by the Inland Water Transport Directorate in regard to the recommendations made by the Steering Committee.

Reply of Government

As already explained, the main function of the Committee is to consider the basic policy questions relating to the development of Inland Water Transport in certain selected regions by allocating an assured minimum cargo if required for organising commercially viable service so that inland water transport forms an integral part of the overall transport network of the region. To achieve this objective, as a first step certain traffic studies in selected regions have been undertaken. The results of such studies will be placed before the Joint Steering Committee for consideration. As the Committee has to consider policy matters relating to the development of inland water transport as and when any problems are brought before it, it will not be feasible to fix any periodicity for its meetings. The minutes

of the Committee's meetings are already being recorded and action is being taken for implementation of the recommendations/suggestions made by the Committee.

[I.W.T. Directorate O.M.No. 1-IWT(23)/69, dated the 15th November, 1969]

Recommendation (Serial No. 9, Para 2.28)

The Committee note that the Transport Development Council which is a high level body, was set up in 1958 to advise the Government on all matters of policy related to development of roads, road transport and inland water transport. They are, however, unhappy to be told that the Council devotes more attention to problems of road transport than to those of river navigation. The Committee appreciate that road transport problems are many and varied requiring greater attention, but this should not be at the cost of inland water transport. The Committee feel that the problems of inland water transport have not been given the attention that they deserve.

Reply of Government

The Transport Development Council had also been considering the problems relating to inland water transport at its meeting. However, it was decided last year (1968) that in order to give special attention to this mode of transport, there should be a separate conference of the State Ministers dealing with the inland water transport and one such meeting was held in June 1968. In addition, meetings with the State Secretaries incharge of the subject are also being started and two such meetings have been held. However, there is no intention to preclude the Transport Development Council from considering the problems of inland water transport and any important matters/problems relating to inland water transport can be placed before the Council for discussion if required.

[I.W.T. Directorate O.M.No. 1-IWT(23)/69, dated the 15th November 1969].

Recommendation (Serial No. 10, Para 2.29)

The Committee note that no meetings of the Transport Development Council were held in 1962, 1966 and 1967. While they agree that no meeting of the Council could be held in 1962 on account of emergency, they find little justification for not holding any meeting in 1966 and 1967 for discussing problems of inland water transport. The Committee would like to stress that meetings of the Council should be held regularly and each meeting should be preceded by adequate preparatory work and consultation with concerned State Governments and other agencies.

Reply of Government

As observed by the Estimates Committee, no meeting was held of Transport Development Council in 1966 and 1967. This was mainly because Government had arranged several Study Groups, Committees etc. to go into different aspects of road transport industry and make suitable recommendations. It was considered desirable to await the report of this body and to seek out new directions for our future efforts rather than deal with the problems in an isolated way. The recommendations of the Estimates Committee has, however, been noted and efforts will be made to see that meetings of the Transport Development Council are held annually in future as provided in the Constitution of the Council.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69. dated the 15th November, 1969]

Recommendation (Serial No. 12, Para 2.31)

The Committee are glad to note that the Ministry are now holding separate conferences with State Governments at the Ministerial level, besides meetings of the Secretaries, in regard to inland water transport. They hope that such conferences will be within the purview of the Transport Development Council.

Reply of Government

Attention in this regard is invited to the reply given to recommendation No. 9.

[I.W.T. Directorate O.M.No. 1-IWT(23)/69, dated the 15th November, 1969]

Recommendation (Serial No. 16, Para 2.48)

The Committee regret to note that Government have no machinery to find out the stage of implementation of the schemes which are in the States sector. They are unhappy to be told that it is only at the stage of the annual plan that there is consideration of the State's sector schemes and that too is not a very detailed consideration. While it is true that the responsibility for implementation of the schemes in the State sector is that of the State Governments, the Committee feel that a certain measure of responsibility also devolves on the Central Government inasmuch as they have to coordinate their activities with those of the State Governments and prepare an integrated plan for the whole country. They also feel that, in the absence of a suitable machinery for collecting information about the progress of schemes in the States sector, no worth-while perspective plan can be prepared. The Committee hope that the Ministry will take necessary action in coordination with the State Governments to devise a suitable machinery

for collection of information about the progress of schemes relating to inland water transport in different States.

Reply of Government

The observation made by the Estimates Committee has been noted and has also been brought to the notice of the State Governments. In order to coordinate the activities of various State Governments in the field of I.W.T. a proforma has been evolved to collect the necessary data relating to the progress of schemes being executed by various State Governments who have been requested to furnish these returns quarterly in respect of all the schemes both under the centrally sponsored category and the State's Plan schemes. Further periodical reviews on the basis of progress reports and discussions with the State Governments are also being carried out in order to take suitable action for proper execution of the works sanctioned or approved.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69 dated the 15th November, 1969.]

Recommendation (Serial No. 18, Para 3.46)

The Committee are distressed to note that the performance of the Ministry during the Second Five Year Plan has been most disappointing. The initial provision of Rs. 300 lakhs made for the development of inland water transport during the Second Five Year Plan was reduced to Rs. 143.32 lakhs. Against the reduced allocation of Rs. 143.32 lakhs, a sum of Rs. 72.34 lakhs only could be spent. They regret to note that no expenditure was incurred on hydrographic surveys, technical organisation, dredge and development of inland water transport in Kerala, Orissa, Madras and Andhra Pradesh although a provision of Rs. 80.50 lakhs had been made under these heads.

Reply of Government

The recommendation of the Committee has been noted and will be kept in view with respect to the schemes for execution during the Fourth Plan. The recommendation has also been brought to the notice of the State Governments concerned with a view to ensuring the maximum utilisation of the financial provisions for the development of inland water transport in the Fourth Five Year Plan.

As regards the non-utilisation of the provision during the Second Five Year Plan against the programmes referred to in the above paragraph it may be stated that due to delay in receipt of the schemes from the State Governments concerned, it was not possible to utilise the provisions made in the Plan in respect of the Governments of Kerala, Orissa, Madras and Andhra Pradesh. Provision made for hydrographic surveys on the river

Ganga could not be utilised due to the non-receipt of the survey launch for which procurement action had been taken.' The provision of a dredger for the Brahmaputra also could not be utilised due to delay in finalising the formalities in this regard. The absence of a technical organisation at the Centre and at the State Government level was also a contributory factor for the slow progress in the implementation of inland water transport schemes.

[I.W.T. Directorate O.M.No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 19, Para 3.47)

The Committee are inclined to agree with the representative of the Ministry that though the provisions were made, no effort was made to provide any dynamic support to the programme.

Reply of Government

The observation of the Committee has been noted.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 20, Para 3.48)

The Committee are unhappy that the Ministry did not bestow sufficient attention in the initial stage to the question of recruiting technically qualified personnel for the development of inland water transport. Had competent personnel been selected in the Second Plan or in the beginning of the Third Plan, the performance of the Ministry would not have been as unsatisfactory as it actually has been.

Reply of Government

The observations made by the Committee have been noted. The Directorate already has full time officers for the posts of Chief Engineer-cum-Administrator and Joint Director. Keeping in view the schemes for the development of inland water transport included in the Fourth Five Year Plan and in the light of the report of the I.W.T. Committee expected to be received in a few months, the question of having a few more technical and/or non-technical officers/staff will be considered.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 23, Para. 3.51)

As regards Centrally sponsored schemes, the Committee are distressed to note that no expenditure has been incurred against the allocation provided in regard to inland water transport schemes for Uttar Pradesh, West
3153 (Aii) L.S.—2.

Bengal and Rajasthan and the position in regard to Andhra Pradesh and Kerala is also highly unsatisfactory.

Reply of Government

The observation made by the Committee has been noted. The main reason for shortfall as already explained earlier is the absence of separate organisation in each State for preparation and execution of schemes relating to I.W.T. In some cases the provision was not utilised as the schemes were dropped whereas in certain other cases there had been a shortfall in the expenditure on I.W.T. Schemes due to delay in the finalisation.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 24, Para 3.52)

The Committee note that since the Draft Outline of the Fourth Five Year Plan has not been finalised, the provision for development of inland water transport in the Central and States' plans has been made on year to year basis. From the figures furnished regarding annual plan for 1966-67, the Committee note that there has been a shortfall of Rs. 127.47 lakhs in expenditure against the plan provision of Rs. 233.14 lakhs. The Committee cannot over-emphasise the importance of full utilisation of the allocations made in the budget.

Reply of Government

The recommendation has been brought to the notice of the State Governments concerned with special emphasis that this may be kept in view in future and that the provisions made in the Plan/Annual Budget be utilised to the maximum possible extent.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 25, Para 3.53)

The Committee feel perturbed to note that even today the Ministry "are somewhat groping in the dark as to what kind of positive steps" they should take and that "it is very difficult to lay down a realistic target with regard to the programme of Inland Water Transport". Unless the Central Government themselves are very firm and specific as regards the schemes for the development of Inland Water Transport, it is difficult for the Committee to appreciate how any coordinated development can be expected from the States.

Reply of Government

As has been stated earlier, the Government of India are already seized of the problems of development of I.W.T. in those selected regions where river transport offers natural advantages as a carrier of certain bulk commodities. Having regard to the emphasis in the Fourth Plan for the running of commercially viable river services in selected regions where IWT offers natural advantages for the carriage of certain bulk commodities and where sufficient traffic potential exists for movement by the river route, it has been suggested to the State Governments to formulate their schemes accordingly and select only such schemes as have a bearing on the running of commercially viable river services including supporting measures thereof, such as, improvement of waterways, essential terminal facilities, aids to navigation, hydrographic and traffic surveys and engineering studies etc. An inland Water Transport Committee has also been set up by the Government of India to study the existing problems relating to the development of IWT and to suggest a phased programme for its development in the country with specific reference to the running of commercially viable services. The recommendations of the IWT Committee will be taken into consideration in finalising the proposals for the Fourth Five Year Plan.

For coordinated development of IWT in different States, the State Governments have already been requested to set up their own technical cells/organisations which could be made responsible for dealing exclusively with formulation and execution of the IWT Schemes.

[IWT Directorate O.M.No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 26, Para 3.54)

The Committee would, therefore, suggest that the Ministry should maintain an intimate report with the State Governments concerned in regard to the inland water transport schemes which have been included in the State sector. Before making actual allocations, it should be ensured that the States have got the necessary facilities and finance to execute the schemes included in the State Plans. Once the schemes are approved, it should be ensured that they are executed without hindrance and completed by the target dates laid down.

Reply of Government

The recommendation made by the Estimates Committee has been noted. It has also been brought to the notice of the State Governments for compliance in future. As has been mentioned in reply to recommendation No.

16, a proforma has been evolved and circulated to the State Governments with a view to collecting the necessary data about the progress of all the schemes and also to keep a watch on the execution of various schemes for completion by the target dates.

[I.W.T. Directorate O.M.No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 27, Para 3.64)

The Committee note that during the Fourth Plan period emphasis will be placed on the running of commercially viable river services in those selected regions where river transport offers natural advantages for carriage of certain bulk commodities and where sufficient traffic potential exists for movement by river route. They also note that assistance to the State Governments will be enlarged so as to cover not only schemes for carrying out technical improvements but also those for running of commercial services. This approach, the Committee have noted, was also suggested by the Committee on Transport Policy and Co-ordination in their Report.

Reply of Government

The observation made by the Committee has been noted. As already mentioned earlier, it is proposed to provide funds in the Fourth Plan for giving loan assistance to the State Governments for running commercially viable river services in selected regions and also for carrying out technical improvements of waterways connected therewith. The State Governments have already been requested to formulate their schemes accordingly.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 28, Para 3.65)

While endorsing the objectives of the Fourth Five Year Plan in regard to inland water transport, the Estimates Committee would suggest that adequate attention should be given to the question of coordinating water transport services with those provided by the Railways and road transport in each region.

Reply of Government

The Ministry agree in principle with the recommendation made by the Committee. The recommendation has also been brought to the notice of the State Governments for keeping the recommendation of the Committee in view while finalising proposals during the Fourth Five Year Plan.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 29, Para 3.66)

The Committee hope that specific schemes to develop inland water transport in selected regions will be identified by the Committee, which has recently been set up by the Government under the Chairmanship of Shri B. Bhagavati to Study the problems relating to inland water transport. In the meantime, the schemes already submitted by the States, or those which are likely to be submitted by them should be subjected to a close scrutiny with a view to see whether they are in consonance with the new approach which has been approved by the Planning Commission.

Reply of Government

The recommendation made by the Committee has been noted for compliance. It has also been brought to the notice of the I.W.T. Committee. [I.W.T. Directorate O.M. No. 1-IWT (23)/69, dt. the 15th November, 1969]

Recommendation (Serial No. 30, Para 3.67)

The Committee note that there is no perspective plan for inland water transport at present. They hope that the Ministry would take necessary action to formulate a perspective plan covering a period of 10 to 15 years for the development of inland water transport in the country.

Reply of Government

The Ministry agree in principle with the observation made by the Committee. As mentioned earlier, a comprehensive examination of inland waterway potential in each State with a view to formulating a phased programme of development over a period of 10 to 15 years will necessarily take time. It is, therefore, considered essential that specific schemes in selected regions should be drawn up in the first phase to enable the starting of water transport services as early as possible. Accordingly, a Committee on I.W.T. was set up in August, 1968 to study the existing I.W.T. System in the country and against a perspective of development of this form of transport in different regions of the country, suggest a phased programme of development and assess the possibilities of drawing up specific schemes in selected regions in the first phase and to examine and suggest supporting measures to this end and in particular, short term supporting measures including the pattern of financial assistance, sharing forms of transport for implementing such specific schemes etc.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dt. the 15th November, 1969]

Recommendation (Serial No. 32, Para 4.17)

The Committee cannot over emphasise the importance of dredging to keep the water channels navigable by preventing their silting up. They

note that State Governments of Goa, Maharashtra, Kerala, etc. have made provisions for purchase of dredgers during Fourth Five Year Plan. They also note that West Bengal Government have also drawn up programmes for extensive dredging work. The Committee hope that the Ministry will maintain a close liaison with State Governments concerned and review the progress made in the purchase/construction of dredgers.

Reply of Government

The recommendation has been noted for compliance. This Ministry are in close touch with the State Governments concerned in their efforts for procurement of dredgers and for the purpose of giving necessary advice/assistance in the matter.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dt. the 15th November, 1969]

Recommendation (Serial No. 33, Para 4.25)

The Committee note that the two public sector Shipyards—the Hindustan Shipyard and Mazagon Dock do not undertake the manufacture of river crafts and they build bigger vessels for ocean going purposes. They also note that the Garden Reach Workshops and the Dockyard of the Central Inland Water Transport Corporation undertake the manufacture of river crafts. While the capacity of former is fully utilised, the latter is said to have surplus capacity. The Committee would urge that the Ministry should take appropriate steps to see that the surplus capacity of the I.W.T. Dockyard is fully utilised.

Reply of Government

The recommendation of the Estimate Committee has been brought to the notice of the State Governments/Port Trusts/Ministry of Railways/Defence/Irrigation and Power/D.G. (T.D.) etc., so that necessary orders for river craft could be placed with the C.I.W.T.C., Calcutta, who have got surplus capacity.

[IWT Directorate O.M. No. 1-IWT (23)/69, dt. the 15th November, 1969]

Recommendation (Serial No. 34, Para 4.26)

The Committee note that while the price of a new imported craft is 20% less than that of the indigenous craft of comparable size and quality, it is the policy of the Government to “go in for indigenous craft”. The Committee hope that this policy will be continued as this will encourage the construction of indigenous river crafts.

Reply of Government

The policy of the Government to go in for indigenously manufactured craft as recommended by the Estimates Committee has been brought to the notice of all the State Governments etc for guidance.

[IWT Directorate O.M. No. 1-IWT (23) /69, dt. the 15th November, 1969]

Recommendation (Serial No. 35, Para 4.29)

The Committee are unhappy to note that although the Inland Water Transport Committee in their Report presented about a decade ago had stressed the desirability of evolving standard designs of propelling machinery and auxiliaries from the point of view of efficiency and economy very little has been done by the Ministry in this direction. All that has been done is the study of the question of standardisation of port craft and equipment, and even this study is going on for about four years. The Committee note that only recently the Ministry has decided to set up a joint technical group comprising representatives of the I.W.T. interests and Shipyards to undertake a study on the categories of crafts which are in large demand and could be standardised with advantage and to draw up standards specifications. The Committee would like to stress that standard specifications for various types of river crafts be made available for use of boat builders and other users without avoidable delay.

Reply of Government

The recommendation of the Committee that the standard specifications for various types of river craft available for use of boat builders and other users has been noted for compliance. It has already been explained that since there has not been very much demand for river craft and there were difficulties about operating commercially viable services, the standardisation of bigger port craft and equipment was taken up first. It may please be noted that the Joint Technical Group recently set up for the purpose has already started its work.

[IWT Directorate O.M. No. 1-IWT (23/69, dt. the 15th November, 1969)]

Recommendation (Serial No. 36, Para 4.33)

The Committee need hardly stress the important role which country crafts can play in the transport system in the country. They feel that enough attention has not so far been given to the question of organising country boat services on a co-operative basis. The Committee feel that it is not enough for the Central Government to advise the State Governments to organise proper technical agencies to look after country boats in order to ensure that they are kept in river-worthy conditions. What is necessary is to

set up a proper machinery in consultation with the State Governments concerned to collect comprehensive statistics about the country boats in operation in various parts of the country and to identify the areas which call for increased financial and technical assistance. The matter should also be discussed periodically at the meetings of the Transport Development Council where representatives of the State Governments are also present.

Reply of Government

The recommendation has been noted and brought to the notice of the State Governments. The need to organise the operation and construction of country boats on co-operative basis was emphasised on the State Governments. The position as revealed from the reports received from them so far is summed up below:—

The State Government of Bihar are considering a proposal to set up co-operatives of boatmen and boat builders in the State. The State Government are being asked to draw up a proper scheme for setting up such co-operatives and give them necessary financial assistance. The Government of Gujarat have intimated that there is no large scale transportation by boats in the State and that the prospects for the formation of co-operative societies are not bright. The Government of Andhra Pradesh have stated that the Boat Co-operative Societies functioning in the State have been exempted from the payment of earnest money deposits while quoting tenders upto Rs. 10,000/- for transporting materials for road works etc. Particulars of country boat building industries organised on a co-operative basis in the State are not available. The Government of Maharashtra are considering the setting up of a State Water Transport Organisation which will take cognizance of the conditions of country craft owners and their various problems. There is however, no co-operative society of boat builders in the State. The Government of Tamilnadu have intimated that there is an unregistered Boatmen's Association at the Madras Wharf in Buckingham canal in Tamilnadu. The grievances of the Association are being attended to by the State Government. Necessary rest sheds at wharf sites have been provided with arrangements for sanitation, water supply and lighting, for the use of the boatmen. The Government of Mysore have intimated that though there is no country boat building industry on co-operative basis exclusively, meant for country craft for running ferry/inland water services in the State, there is a boat building yard at Karwar which is run on a co-operative basis. It has an annual capacity of building 8 boats and 8 trawlers for fish catches. There are two Government sponsored/owned mechanised boat building yards at Karwar and Mangalore where mechanised fishing vessels are manufactured. No measures have been taken for amelioration of the conditions of country craft operators except for sailing vessels engaged in coastal trade.

Information in respect of other States has not so far been received, in spite of reminders.

On receipt of the comments of all the State Governments, necessary action will be taken to evolve methods to collect comprehensive statistics about the country boats and to identify the areas which call for increased financial and technical assistance and also the measures to be taken for amelioration of the conditions of the country boat operators.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969]

Recommendation (Serial No. 37, Para 4.34)

The Committee regret that the Central Government do not have readily the information regarding the number of cooperatives of boat builders in different States as also the measures taken by the various State Governments for the amelioration of the conditions of country-craft operators. They are unable to appreciate the view of the representative of the Ministry that this question relates completely to a State Subject matter. Even though these matters do not entirely fall within the purview of the Central Government, the Committee see no reason why the Central Government could not take up these matters, which are of vital importance for the development of inland water transport, with the concerned State Governments.

Reply of Government

Attention is invited to the reply given to recommendation No. 36.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969]

Recommendation (Serial No. 38, Para 4.37)

The Committee note that the erstwhile Ganga-Brahmaputra Water Transport Board had acquired 12 fixed beacons and 7 mobile beacons for installation at the important points on the Calcutta-Assam river route, i.e. in the Sunderbans and the Brahmaputra in Assam, but these could not be installed on this route due to its closure as a result of Indo-Pakistan hostilities and the question of their utilisation elsewhere is being considered. Committee regret that no decision has been taken during the last 3½ years on the question of utilisation of fixed beacons and mobile beacons, which were acquired by the erstwhile G.B.W.T. Board. The Committee would urge that such delays should be avoided.

Reply of Government

The beacons were procured by the Ganga-Brahmaputra Water Transport Board for facilitating night navigation in the river Brahmaputra and the Sunderbans. The beacons could not be utilised as the Calcutta-Assam river route was closed due to Indo-Pak hostilities. However, these were not dis-

posed of immediately as it was anticipated that either the Calcutta-Assam route would be revived or the river service on the Brahmaputra in Assam could be resumed. Subsequently efforts were also made to dispose of the beacons for use elsewhere and the State Governments, Port Authorities, Department of Lighthouses and Lightships were addressed in the matter. Eight fixed beacons were then released to the Department of Lighthouses. The C.I.W.T. Corporation have reported that the remaining beacons may be useful for introducing night navigation on the Calcutta-Bihar route, after the completion of Farakka Barrage.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969]

Recommendation (Sl. No. 39, in Para 4.38)

The Committee note that provision has been made in the Fourth Plan for terminal facilities, cargo handling facilities, improvement of approach roads etc. in Assam, Bihar, Gujarat, Maharashtra, Kerala & Goa etc. The Committee suggest that the necessity of drawing up a phased programme for the provision of various ancillary facilities during the Plan period itself may be impressed upon the State Governments.

Reply of Government

The recommendation has been brought to the notice of the State Governments concerned for taking necessary action for providing adequate terminal and cargo handling facilities in their formulation of schemes under the Plan programme.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969]

Recommendation (Sl. No. 40, Para 4.41)

The Committee note that a copy of draft model rules entitled "Country boats (Inspection and Issue of Certificates of Fitness) Rules" was prepared by the Ministry of Shipping and Transport in consultation with the Ministry of Law and Directorate General of Shipping and it was forwarded in April, 1967 to the State Governments for consideration and issue under relevant enactments in force in each State. The Committee would like the Ministry to actively pursue this matter with the State Governments concerned so that uniform rules for licensing and inspection of country-boats carrying passengers could be introduced in each State without delay.

Reply of Government

The recommendation of the Committee has been noted. The State Governments of Andhra Pradesh, Bihar, Rajasthan, Tamil Nadu, Kerala and Gujarat are taking necessary action to frame new rules for country boats incorporating the points contained in the draft model rules. The

Government of Assam have stated that the promulgation of model rules is not considered necessary for the present in the State. The Government of Maharashtra have stated that the rules on the subject in force in the State at present cover all the provisions suggested in the draft model rules. The replies of the remaining State Governments are awaited.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969]

Recommendation (S. No. 41, Para 4.43)

The Committee note that the Regional Offices of the Inland Water Transport Directorate have been carrying out hydrographic surveys on the Ganga, the Ghogra and the Brahmaputra during the Second and Third Five-Year Plan periods. The Committee would like to stress that such surveys should continue to be made in future years also in view of intensive development of inland water services which is envisaged after the completion of Farakka Barrage.

The Committee note that hydrographic surveys were not carried out during the Second and Third Five-Year Plan periods in States like Andhra Pradesh, West Bengal, Mysore etc. although a number of surveys were conducted by the Central Water and Power Commission during 1948 and 1962, on such rivers as the Ganga, Jamuna, Narmada, Mahanadi, Godavari, Krishna and the Orissa Coastal Canal. The Committee further note that on the basis of the surveys conducted by the Central Water and Power Commission, some of the State Governments are contemplating surveys of the traffic potential for possible navigation. The Committee hope the Ministry will maintain a close liaison with the State Governments concerned in regard to the progress made in this direction. The Committee also suggest that the Ministry may consider the feasibility of providing technical assistance to the States, if asked for, for the purpose of conducting hydrographic surveys.

Reply of Government

The recommendations of the Estimates Committee have been noted and were brought to the notice of the concerned State Governments for comments. The Executive Officer, I.W.T. Directorate at Patna/C.I.W.T. Corporation, Calcutta have been asked to undertake periodical hydrographic surveys of the Ganga and the Brahmaputra and forward the survey reports to the Ministry.

The State Government of Bihar have intimated that the question of carrying out hydrographic and traffic surveys of navigable waterways in the State will be considered after the setting up of a Technical Organisation for the development of I.W.T. in the State. A proposal for the setting up of such an Organisation is under consideration of the State Planning Department. The comments of the remaining State Governments are still awaited.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969]

Recommendation (Sl. No. 42, Para 4.51)

The Committee note that a decision was taken at the meeting of the Transport Development Council held in April, 1963 that conservancy in all the navigable waterways should be the responsibility of the State. They also note that conservancy work does not come under the purview of Central responsibility and unless any schemes in relation to the conservancy work are included in the Centrally Sponsored Sector, the Central Government cannot directly undertake conservancy work in the States. The Committee, however, feel that the State Governments may not have adequate resources for undertaking such work. They suggest that the Central Government may consider the feasibility of undertaking conservancy work at least in those rivers which are considered to be important waterways and which hold promise of being declared as national waterways. The Committee would also like the Government to investigate whether there is any neglect of conservancy work on the Brahmaputra river.

Reply of Government

The Government of India are fully aware of the importance of carrying out improvements to the waterways. Although executive responsibility for maintaining the waterways including the river conservancy etc. rests with the State Governments, the Government of India have already undertaken conservancy on some of the important waterways like the Brahmaputra and the Ganga. At present there are no regular river services operating in the Brahmaputra due to lack of traffic. Even then conservancy works are being carried out by the CIWT. Corporation Ltd. to the extent it is necessary for maintaining the navigable channel. The Government of India have been giving grants to the Corporation subject to a ceiling of Rs. 5 lakhs annually.

In the Ganga, the G.B.W.T. Board used to carry out the conservancy work in cooperation with the Government of Bihar and the Railways. A major portion of the expenditure on the conservancy work was being borne by the Board, while the State Government and the Railways used to share the balance expenditure the actual cost of the conservancy being done solely for their purpose.

In the Fourth Five-Year Plan, it is proposed to make provision for giving financial assistance to the State Governments for the purchase of dredgers etc. and for effecting improvements to the waterways.

[I.W.T. Directorate O. M. No. 1-IWT (23)/69, dated the 15th November, 1969]

Recommendation (Sl. No. 43, Para 4.57)

The Committee note that traffic surveys were conducted by several State Governments during the period 1960-67. They also note that a technical group set up by the Planning Commission carried out a survey of all

modes of transport in the eastern region comprising the States of West Bengal, Bihar and Orissa and portions of Madhya Pradesh and Andhra Pradesh in 1967. In addition to these surveys, study is being conducted of the the traffic potential on the Ganga between Calcutta and Allahabad in the post Farakka period.

Reply of Government

No specific action is called for on this observation.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969.]

Recommendation (Sl. No. 44, Para 4.58).

The Committee are, however, unhappy to note that the Ministry had no scheme of inland water transport in Jammu and Kashmir in the Third Five Year Plan because they had not received any proposals from that State. The Committee feel that the Ministry should have taken up the question with the concerned State Government and impressed upon them the desirability of developing inland water transport on the Jhelum river, which is an important waterway in that State.

Reply of Government

The observation made by the Committee has been noted and also brought to the notice of the Government of Jammu and Kashmir for their consideration. The State Government have also been requested to formulate a scheme relating to the development of inland water transport in the river Jhelum. The I.W.T. Committee have also visited the State with a view to ascertaining the possibilities of developing inland water transport on the river Jhelum. Further action will be taken after the receipt of the report of the Committee.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969].

Recommendation (Sl. No. 45, Para 4.59)

The Committee suggest that the Ministry may take up with the State Government of Andhra Pradesh the question of providing inland water transport facilities between Nagarjunsagar and Srisaïlam, which area is likely to assume considerable importance after the completion of the Nagarjunsagar Dam. The Committee hope that the Ministry will also take up with the State Government of Kerala the question of developing waterway between Alleppey and Ernakulam which used to carry a good deal of cargo.

Reply of Government

The recommendation made by the Committee has been brought to the notice of the State Governments of Andhra Pradesh and Kerala for their consideration and necessary action.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Sl. No. 46, Para 4.60)

As regards the Orissa Canal, the Committee trust that the Ministry will take up with the State Governments of West Bengal and Orissa the question of expeditious examination of the reports of hydrographic surveys which are stated to be under their consideration.

Reply of Government

The recommendation has been brought to the notice of the State Governments of Orissa and West Bengal. Comments on the preliminary hydrographic survey report have been received from the State Government of West Bengal while those of the Government of Orissa are awaited. The latter have been reminded.

[I.W.T. Directorate O.M.No. 1-IWT (23)/69, dated the 15th November, 1969.]

Recommendation (Sl. No. 48, Para 4.68)

The Committee note that while the inland water transport on the Ganga is at present in moribund condition, there is possibility of starting Commercial services on the Ganga with the completion of the Farakka Barrage. They hope that, with the construction of the Farakka Barrage, as stated by the representative of the Ministry, it would be possible for the Ministry to maintain a commercial service right from Allahabad to Calcutta. In this context, the Committee would like to invite the attention of the Ministry to the recommendations made by them in para 4.11 of this Report.

Reply of Government

In order to assess the traffic potential on the Ganga between Calcutta and Allahabad in the post Farakka condition, a traffic study of that reach is being undertaken by the Directorate of Transport Research. The Inland Water Transport Committee appointed by the Government of India will also consider the possibility of running a commercial river service on this reach alongwith similar proposals in respect of the various waterways in India. The matter will be processed further after the receipt of the report of the IWT Committee.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Sl. No. 49, Para 4.82)

The Committee cannot over-emphasise the importance of trained personnel for carrying out hydrographic surveys, investigations and conservancy measures, besides operation of mechanical vessels for inland water transport. They note that a scheme for imparting higher training of inland water transport crews was initiated in 1963 and so far 156 crews have been imparted training at the Inland Water Transport Crews Training Centre, Calcutta. The Committee feel that the number of persons imparted higher training is far too small considering the present stage of development of inland water transport. The Committee, however, are glad that proposals to set up two regional Centres, one in the Western Region for Goa, Maharashtra, Gujarat and Mysore and the other in the Southern Region for Kerala, Madras and Andhra Pradesh to cater to the needs of the State Governments of these regions with regard to I.W.T. personnel are under active consideration. They also note that the training institute at Calcutta is proposed to be expanded during the Fourth Five Year Plan and it is expected to serve as a regional centre for the States of Bihar, Orissa, West Bengal and Andaman and Nicobar Islands.

Reply of Government

It is proposed to provide training facilities for I.W.T. personnel in Western and Southern regions besides expansion of the existing training Centre at Calcutta. For one training centre, the capital cost of buildings, equipment and land etc. is estimated at about Rs. 4 lakhs and the recurring expenditure at about Rs. 1.50 lakhs per annum. Already a scheme costing about Rs. 1.46 lakhs has been sanctioned for setting up a maritime school in Goa under the State Plan as a first phase programme and later this school is proposed to be converted into a regional centre to cater to the needs of the State Governments in the Western region. A tentative provision of Rs. 7 lakhs has, therefore, been proposed for the training facilities for IWT personnel *i.e.* for setting up two training institutions in western and southern regions and for expansion of the existing training centre at Calcutta. The Governments of West Bengal and Kerala have been requested to furnish their proposals for the expansion of the existing centre at Calcutta and for setting up a training centre at Kerala respectively.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 50, Para 4.83)

The Committee would also like to stress that every effort should be made to utilise the allocations provided for training purposes in any financial year.

Reply of Government

The recommendation made by the Committee has been noted and also brought to the notice of the State Governments for compliance.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Sl. No. 52, Para 4.85)

The Committee would also like the Government to investigate whether there is any slackening in the scheme for imparting higher training for I.W.T. personnel in the Crews Training Centre, Calcutta.

Reply of Government

The Government of West Bengal have been requested to furnish full facts relating to the scheme so as to enable this Ministry to investigate into the matter and further action will be taken on receipt of the information.

[IWT Directorate O.M. No. 1-IWT(23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 53, Para 4.90)

The Committee note that a request was made on 18th November, 1967 by the Government of India to the United Nations for the services of an expert with lengthy experience relating to improvement and development works on inland waterways/rivers including running of commercial services in conjunction with other modes of transport. They further note that particulars of four candidates from the United Kingdom, Czechoslovakia and Canada whose names were originally submitted by the United Nations did not conform to the requisite job requirements. The Committee understand that efforts are being made to obtain a suitable candidate from some other countries where inland water transport is predominant. The Committee trust that the Ministry would continue their efforts vigorously to obtain the services of an expert on Inland Water Transport development without any delay.

Reply of Government

As suitable candidates were not available, the United Nations Development Programme Administration were requested to recirculate our requirements for the post of an expert on inland water transport.

They are now considering the results of interview of the fresh candidates. We have also collected particulars of candidates separately through our embassies in various countries. A suitable candidate will be selected after receipt of the particulars of the candidates from the U.N.D.P.

[IWT Directorate O.M. No. 1-IWT (23)/69, dated the 15th November, 1969.]

Recommendation (Serial No. 54, Para 5.10)

The Committee note that a few months after the construction of Pandu Port was sanctioned in July 1969, a joint inspection of the works site was held by the officials of the State Government, the Railways and the then River Steamship Navigation Company on 6th November 1959 and it was considered that the development of the port would not be possible until the construction of railway bridge at Pandu was completed by the end of 1962. The Committee feel that instead of allotting the major portion of the work to a contractor in May, 1960, it would have been prudent if the Ministry had waited till the construction of the railway bridge at Pandu was completed as originally envisaged. As matters stood the construction work was delayed owing to delay in the handings over of the land by the Railways to the State Government on account of the difficulties of shifting of railway track and dismantling of railway structure at the Port site.

Reply of Government

The recommendation of the Estimates Committee has been noted and forwarded to the State Government of Assam for future guidance.

[I.W.T. Directorate O.M.No.1-IWT (23)/69 dated the 15th Nov. 1969]

Recommendation (Serial No. 55, Para 5.11)

The Committee further note that the river traffic between Calcutta and Assam was paralysed as a result of hostilities with Pakistan in 1965 and the Pandu Port has, therefore, lost its importance as a transshipment junction for the present. The Government feel, however, that it will gain its importance with the development of internal-water-borne traffic in the State of Assam.

Reply of Government

The recommendation of the Estimates Committee has been noted.

[I.W.T. Directorate O.M. No. I-IWT (23)/69 dt. 15th November, 1969].

Recommendation (Serial No. 56ii Para. 5.17)

The Committee note that according to the original schedule the Jogi-gopa port was to be completed within 24 months from the date of its sanction in February 1966, but in view of the present low trend of traffic, it has been decided to go slow with the work. The Committee further note that with the issue of directives by the Government of Assam it is expected that Government cargo will move shortly along the port of Jogigopa, but if the Government sponsored traffic offers in sufficient quantity, then the port will come into importance. The Committee hope that a watch will be

kept on the trend of traffic movements, so that the pace of work can be accelerated at the appropriate time.

Reply of Government

The control of the Jogigopa Port has now been transferred to the C. I. W. T. Corporation Ltd., Calcutta for management and maintenance. The Corporation have been asked to keep a watch on the trend of traffic through the port in order to enable further action to be taken at the appropriate time.

[I.W.T. Directorate O.M. No. 1-I.W.T.(23)/69 dated the 15th November, 1969]

Recommendation (Serial No. 58, Para 5.22)

The Committee desire that the fact that Assam is strategically situated and that the Brahmaputra river has considerable importance for inland water transport in the normal times, and the fact that it can also serve the situation during any emergency, will be borne in mind by the Government and no efforts would be spared to keep the river Brahmaputra free from obstructions to keep it navigable throughout the year. Special consideration should also be accorded to the question of development of inland water transport system in Assam including the Hill areas. In this connection the Committee would like to invite the attention of the Ministry to the recommendation made in para 4.11 of this Report.

Reply of Government

The Government of India are fully aware of the importance of carrying out improvements to the important navigable waterways. Although executive responsibility for maintaining the waterways including river conservancy etc. rests with the State Governments, the Government of India are already meeting a portion of the cost of conservancy of the river Brahmaputra when the operators were unable to maintain the same fully, subject to a ceiling of Rs. 5.00 lakhs per annum from 1957-58 onwards. At present as there are no regular river services operating in the Brahmaputra due to lack of traffic the expenditure on conservancy works is being limited to the minimum extent required for maintaining the navigable channel.

As regards the development of inland water transport system in Assam, including hill areas, the recommendation of the Committee has been brought to the notice of the State Government of Assam for compliance. Further action will be taken on receipt of the recommendation of the I.W.T. Committee set up by the Government of India.

[I.W.T. Directorate O.M. No. 1-I.W.T.(23)/69 dated the 15th Nov. 1969]

Recommendation (Serial No. 60, Para 5.33)

The Committee hope that the Ministry of Shipping and Transport will examine the Fourth Plan schemes submitted by the State Government of Assam in the light of the decision of the National Development Council that only selected and well defined items of inland water transport should be included for Central assistance under the centrally sponsored schemes in the Fourth Plan. The Committee trust that the Centrally sponsored schemes will be discussed with the State Government without delay.

Reply of Government

The recommendation has been noted. Discussions have already been held with the State Governments on the formulation of Centrally Sponsored Schemes in the light of the decision of the N.D.C. and they have been requested to formulate the schemes based on the guidelines suggested by the N.D.C. The I.W.T. Committee set up recently are also expected to visit Assam very shortly to discuss the schemes relating to the development of I.W.T. in that region, and these will be examined in the light of the recommendations of the Committee.

[I.W.T. Directorate O. M. No. 1-IWT (23)/69 dated the 15th November, 1969].

Recommendation (Serial No. 62, Para 5.52)

The Committee note that plans have been drawn up by the State Governments of Tamil Nadu and Andhra Pradesh for development of Buckingham Canal during the Fourth Five Year Plan. In view of the fact that this canal is an inter-State navigable waterway and carries considerable traffic (both goods and passengers), there is an imperative necessity for drawing up an integrated plan for the development of this canal as a whole. The Committee agree with the Ministry that for an integrated development of the Buckingham Canal, a project report should be drawn up for examining in detail the technical and economic feasibility of the scheme for long-term development of the Canal on an assessment of the traffic potential for the entire canal lying in the two States. The Committee suggest that after the Project Report is drawn up, a Study Group consisting of the representatives of the Government of Tamil Nadu, Andhra Pradesh, Planning Commission and the Ministry of Shipping and Transport should be constituted for further examination of the same.

Reply of Government

The Governments of Andhra Pradesh and Tamil Nadu have been requested to expedite their reports on the traffic survey of the Buckingham

Canal for examining and scrutinising the two reports and formulating an integrated project for the development of the Buckingham Canal.

[IWT Directorate O. M. No. 1-IWT (23)/69 Dated the 15th November, 1969.]

Recommendation (Sl. No. 63, Para 5.53)

In view of the fact that the Buckingham Canal is an inter-State Canal and is an important waterway, the Committee suggest that the question of declaring it a National Waterway may be considered by Government. In this connection, attention is invited to the recommendation in para 4.11 of this Report.

Reply of Government

The recommendation made by the Committee have been noted for consideration in due course in the light of the report of the Inland Water Transport Committee, (set up by the Government of India) which are currently examining the various problems relating to the development of inland water transport including the question of declaring certain important water ways to be national waterways.

[I.W.T. Directorate O. M. No. 1-IWT(23)/69 dated the 15th November, 1969.]

Recommendation (Sl. No. 64, Para, 5.63)

The Committee note that according to a traffic estimate prepared in 1958, the DVC Canal was expected to carry a traffic of 20 lakh tons a year. The total traffic included 10 lakh tons of coal which was expected to be utilised by Bandal Power House. The Committee regret to observe that this traffic estimate was unrealistic and it did not take into account the basic fact that the grade of coal required by the Bandal Power House was not available in proximity to the D.V.C. Canal for being carried by water. The D.V.C. Project authorities also perhaps did not visualise that the Durgapur Express Highway could have an impact on the transport of goods by water.

Reply of Government

The observation of the Committee has been noted and brought to the notice of the Damodar Valley Corporation for their guidance.

[I.W.T. Directorate O. M.No. 1-IWT(23)/69 Dated the 15th November, 1969.]

Recommendation (Sl. No. 65, Para 5.64)

The Committee further note that the Central Inland Water Transport Corporation has been asked by D.V.C. to organise a commercial service on the D.V.C. Canal and they are taking steps to develop suitable traffic for being carried by water. The Committee hope that the Corporation would explore the feasibility of carrying pig iron that is being produced for export purposes by the Durgapur Steel Plant.

Reply of Government

The recommendation of the Committee has been noted and brought to the notice of the Damodar Valley Corporation and the Central Inland Water Transport Corporation for necessary action.

[*I.W.T. Directorate O. M. No. 1-IWT (23)/69 Dated the 15th November, 1969.*]

Recommendation (Sl. No. 66, Para 5.68)

The Committee cannot over-emphasize the importance of dredging in the Cumbarjua Canal and in the Mandovi and Zuari rivers through which considerable quantities of iron ore are transported from mines to the ports. The Committee are glad to note that there is already a proposal for acquiring a dredging equipment in the Fourth Plan period.

Reply of Government

The recommendation made by the Committee has been brought to the notice of the Goa Administration for compliance. The Administration have been requested to furnish a detailed report on the aspects relating to the benefits and costs of improvements in the light of the recommendations made by a Technical Committee set up by the Government of India for effecting improvements to the Cumbarjua Canal for further consideration of the schemes relating to the improvement of the Cumbarjua Canal including to the purchase of a dredger under the Plan Programme.

[*I.W.T. Directorate O.M. No. 1-IWT(23)/69 Dated 15th November, 1969*]

Recommendation (Sl. No. 68, Para 5.76)

The Committee hope that the Ministry of Shipping & Transport would finalise the Fourth Plan schemes for the development of inland water transport in Kerala State at an early date. In this connection, the Committee would like to emphasize that every effort should be made to complete expeditiously the spill-over schemes relating to the Third Five Year Plan and that no schemes sanctioned for the Fourth Five Year Plan should be allowed to be spilled over to the next Plan period.

Reply of Government

The recommendation has been noted and also brought to the notice of the State Governments for strict compliance.

[I.W.T. Directorate O.M. No.1-IWT(23)/69 dated the 15th November, 1969]

Recommendation (Sl. No. 70, Para 58·4)

The Committee note that the Scheme relating to I.W.T. canal between Mangalore and Coondapur for which a detailed survey report was prepared, has been deferred by the State Government at present. The Committee hope that the Ministry of Shipping and Transport as well as the State Government concerned would review the position at a later date when it becomes possible to undertake the execution of the scheme.

Reply of Government

The recommendation made by the Committee has been noted and has been brought to the notice of the Government of Mysore in order to re-examine the scheme for their consideration and necessary action.

[IWT Directorate O.M. No. 1-IWT(23)/69 dated the 15th November, 1969].

Recommendation (Sl. No. 72, Para 5·93)

The Committee note the present position in regard to the development of inland water transport in Orissa. They hope that the Ministry of Shipping and Transport would examine the Fourth Plan schemes submitted by the State Government in the light of the decisions of the National Development Council that only selected and well defined schemes relating to inland water transport should be included for Central assistance under the Centrally Sponsored Schemes in the Fourth Plan.

Reply of Government

The recommendation made by the Committee has been noted. The Government of Orissa have since furnished a scheme regarding the development of I.W.T. in river Mahanadi, for inclusion in the Centrally Sponsored Category under the Fourth Five Year Plan. This is being scrutinised in consultation with the State Government and the Ministry of Irrigation and Power. The scheme will also be examined by the I.W.T. Committee set up by the Government of India during their visit to the State. The Committee's recommendation will be taken into account in finalising the proposals of the Fourth Five Year Plan.

[IWT Directorate O.M. No. 1-IWT(23)/69 dated the 15th November, 1969].

Recommendation (Sl. No. 74, Para 5·100)

The Committee note that with the construction of a new major port at Haldia, Inland water transport over this reach of the Hooghly river is expected to increase substantially by the end of the Fifth Plan and added to this will be the traffic potential of new industrial plants which are likely to come up on both banks of the Hooghly river between Calcutta and Haldia. The Committee trust that the Ministry will in cooperation with the State Government take suitable steps in advance so that it is possible to realise the potential traffic expected in the inland water transport system in this industrial complex.

Reply of Government

The recommendation has been noted and has also been brought to the notice of the Government of West Bengal for assessing the traffic potential expected in the I.W.T. system of the industrial complex with the completion of a new port at Haldia and for furnishing proposals/schemes for the same. The matter will be pursued vigorously with the State Government.

[I.W.T Directorate O.M.No.1-IWT(23)/69 dated the 15th November, 1969]

Recommendation (Sl. No. 75, Para 5·101)

The Committee hope that the State Government will furnish proposals for inclusion in the centrally sponsored schemes in the Fourth Plan together with technical feasibility and traffic potential of the region for consideration early. They further hope that the Ministry of Shipping & Transport will examine the Fourth Plan schemes when submitted by the State Government of West Bengal in the light of the decision of the National Development Council that only selected and well defined schemes of inland water transport are included for Central Assistance under the generally sponsored schemes in the Fourth Plan.

Reply of Government

The Government of West Bengal have since furnished three schemes relating to the development of IWT for inclusion in the Centrally sponsored category, under the Fourth Five Year Plan in the light of the discussions they had with the IWT Committee, set up recently, during their visit to that State. The Schemes will be examined further in the light of the recommendations of the I.W.T. Committee.

[I.W.T Directorate O.M.No. 1-IWT(23)/69 dated the 15th November, 1969]

Recommendation (Sl. No. 76, Para 5·104)

The Committee note that the Directorate of Transport Research in the Ministry have taken up the work relating to the traffic surveys and other post-Farakka studies of the navigational potential along the river Ganga

between Calcutta and Allahabad and the work is in progress. They would like to invite the attention of the Ministry in this connection to the recommendation made in para 4.68 of this Report.

Reply of Government

Please see our reply to recommendation No. 48.

[JWT Directorate O.M.No.1-JWT(23)/69 dated the 15th November, 1969]

CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLY

Recommendation (Serial No. 15, Para 2·45)

The Committee note that the Central Inland Water Transport Board, which was set up in 1965 in pursuance of the recommendations of the Transport Development Council, has ceased to function after holding one meeting. The Committee also note that it has been decided to dissolve the Board and set up in its place a high level policy making body, *viz.*, a Central Inland Water Transport Council. The Committee hope that the proposed council would not duplicate the work that is already being done by the Transport Development Council. In any case, the Committee desire that the functions to be performed by the proposed Central Inland Water Transport Council and the Transport Development Council should be precisely defined.

Reply of Government

As was stated earlier, the proposed Inland Water Transport Council was not set up as it was decided that the proposals relating to I.W.T. should be discussed in depth at a separate conference of the State Ministers in charge of I.W.T. alongwith the meeting of the Transport Development Council. Such a conference was held in June 1968. Further there is also no intention to preclude the Transport Development Council from considering the problems relating to I.W.T. Besides the Road and Inland Water Transport Advisory Committee of Transport Development Council also consider inland water transport problems.

In the circumstances, the proposal for setting up an Inland Water Transport Council has been dropped. The question of defining precisely the functions of the proposed Council does not therefore arise.

[IWT Directorate O.M.No. 1-IWT(23)/69 dated the 15th November, 1969]

Recommendation (Serial No. 17, Para 3·45)

The Committee note that a beginning was made in the Ist. Five Year Plan period for setting up an agency for coordination of inland water transport activities of the States in the northern region in the Ganga Brahmaputra.

rivers and that the Ganga-Brahmaputra Board was set up in 1952 as a joint venture of the Central and State Governments concerned. Although experiments were conducted in exploring the technical feasibility of plying shallow draft craft in the rivers Ganga and on the Ghogra designed on the recommendations of U. N. Expert and these had proved to be technically successful, the experiments were abandoned as the services could not be deemed feasible on economic grounds. The Committee fail to understand why on the basis of experiments, which had proved to be technically successful, the Ministry could not operate the services even though some losses might have been incurred in the initial stages. They feel that this could have given sufficient fillip to the development of inland water transport in the States in the northern region.

Reply of Government

The erstwhile Ganga Brahmaputra Water Transport Board was set up for tackling the immediate problems relating to inland water transport which also included the operation of pilot projects. The running of commercial services did not fall within the scope of the activities of the Board. The Board after establishing the technical feasibility of operating shallow draft craft on the Ganga for about three years diverted their vessels to other work due to lack of adequate traffic. The Board was later on merged with the I. W. T. Directorate of this Ministry. It was then considered that before starting river services on a commercial basis, it was desirable to carry out a study of the traffic potential along the Ganga from Rajmahal to Buxar. Accordingly a traffic study of the reach was carried out by the Directorate of Transport Research. A preliminary examination of the report in consultation with the State Governments of Bihar and Uttar Pradesh revealed that there would be losses in the initial stages. Subsequently the Government of Bihar have prepared schemes for running commercial services on two selected stretches of the river, where according to them traffic potential exists. The I. W. T. Committee set up by the Government of India, during their visit to Bihar in January, 1969 discussed the scheme with the officials and non-officials. The matter will be processed further after the receipt of the recommendations of the Committee.

[I. W. T. Directorate O. M. No. 1-IWT (23)/69, dated the 15th November, 1969].

Recommendation (Serial No. 21, Para 3·49)

As regards the Third Plan, the Committee observe that while the total cost of the schemes included in the Third Plan was Rs. 760.18 lakhs under the Central sector, both for the Central and Centrally sponsored schemes, the financial allocation for inland water transport was restricted to Rs. 400 lakhs for Central and Centrally sponsored schemes.

Reply of Government

Due to constraint on resources and economy measures required to be taken as a result of the Indo-Pakistan hostilities, the overall provision for inland water transport had to be reduced.

[I. W. T. Directorate O. M. No. 1-IWT (23)/69 dt. 15th November, 1969.]

Recommendation (Serial No. 22, Para 3.50)

The Committee regret to observe that against the allocation of Rs. 400 lakhs, only a sum of Rs. 252.33 lakhs was spent. The short falls, in expenditure were particularly noticeable in regard to such items as (i) Central Organisation ; (ii) Training Establishment ; (iii) Survey Launch ; (iv) Acquisition of Conservancy craft for coal movement. They also regret to observe that no expenditure has been incurred on such heads as provision of terminal facilities at Gauhati Port, I. W. T. services at Govind Sagar Lake, Pilot Project for Sunderbans, I.W.T. services at Goa, Daman and Diu etc.

Reply of Government

As has been explained earlier, the absence of technical organisations both at the Centre and at the State level was a contributory factor for delay in finalisation and execution of the scheme which ultimately resulted in the non-utilisation of the full provision made for I. W. T. in the Plan.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69 dt. 15th November, 1969.]

Recommendation (Serial No. 57, Para 5 19)

The Committee are glad to note that the Study Group set up by the Government of India to study the river services in Assam have in their report referred to the provision of repair and dry-dock facilities in Assam and the Government of Assam have also suggested the provision of similar facilities in Assam. The Committee trust that after the recommendations of the Study Group are examined and schemes for the Fourth Five Year Plan formulated, it will be possible to include the necessary facilities as suggested.

Reply of Government

The recommendation of the Study Group is being examined in consultation with the State Government of Assam, Central Inland Water Transport Corporation Ltd. and other concerned. At present there is no cargo available for movement by the river route. The question of providing repair and dry-dock facilities in Assam will be considered after the resumption of river services on the Brahmaputra when sufficient mechanised craft ply to justify the need for providing the same.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69 dated the 15th Nov. 1969.]

Comments of the Committee

The Committee desire that the question may be kept under constant review.

Recommendation (Serial No. 59, Para 5.29)

The Committee note the position with regard to the State Government schemes relating to Inland Water Transport in the Mizo Hills of Assam. The Committee hope that after the surveys, which have already been carried out to a great extent are completed, the question of completing the various schemes for development of navigation in the Mizo Hills will be taken up in right earnest.

Reply of Government

The recommendation made by the Committee has been brought to the notice of the State Government of Assam for their consideration and necessary action.

[IWT Directorate O.M. No. 1-IWT(23)69 dated the 15th Nov. 1969.]

Recommendation (Sl. No. 67, Para 5.99)

The Committee understand that considerable damage has been caused to the agricultural lands on both sides of the Mandovi and the Zuari rivers. They suggest that steps should be taken to prevent damages being caused to agricultural lands by these two rivers. The Committee also suggest that the desirability of sponsoring a fleet of boats on a cooperative basis for the movement of ore from the mines to the ports through the water route may be considered.

Reply of Government

The recommendation has been brought to the notice of the Goa Administration for their active consideration. That Administration have reported that enforcement of ISV Navigation Rules 1968 imposing restrictions on the speed of the vessels would result in minimising damages to be caused to the agricultural lands on both sides of the Mandovi and the Zuari rivers. However, damages to the bunds etc. if any, are being repaired by the Bundh Committee of the State P.W.D. on priority basis.

2. As regards the boat cooperatives, the Goa Administration have stated that generally the marine fleet are owned by the mine-owners who use the fleet for transporting their own ores and that the formation of cooperatives is not viewed favourably by the barge-owners ; nor is it likely to be fruitful.

[I.W.T. Directorate O.M. No. 1-IWT (23)69 dated the 15th November, 1969.]

Recommendation (Sl. No. 69, Para 5.81)

The Committee note that the State Government of Andhra Pradesh have suggested certain schemes in the Fourth Five Plan for the development of Krishna and Godavari Delta Canals which form vital lines of communication connecting the Kakinada and Masulipatnam ports with the industrial town of Vijayawada. The Committee hope that technical feasibility economic justification, etc. of the schemes proposed by the State Government would be completed at an early date.

Reply of Government

The recommendation has been brought to the notice of the State Government for compliance.

[IWT Directorate O. M. No. 1-IWT(23)/69 dated the 15th November, 1969.]

Recommendation (Sl. No. 73, Para 5.94)

The Committee suggest that the possibility of developing inland water transport in the Chilka lake may also be explored.

Reply of Government

The recommendation made by the Committee has been brought to the notice of the Government of Orissa for their consideration and necessary action.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69 dated the 15th November, 1969.]

CHAPTER IV

RECOMMENDATIONS IN RESPECT OF WHICH REPLIES HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (Serial No. 11, Para 2.30)

The Committee are constrained to note that the Council has no [Secretariat of its own nor is there any whole-time officer in the Ministry to attend to the work of the Council. The Committee fail to understand how in the absence of a proper organisation, it is possible for the Government to follow-up and implement the recommendations made by the Council. The Committee hope, Government will consider the matter and take suitable remedial measures.

Reply of Government

The absence of a separate secretariat or a whole time officer for the Transport Development Council cannot be said to be the reason for the non-implementation or slow implementation of the recommendations of the Council. The executive responsibility in respect of road transport, inland water transport and to a large extent, roads also, vests in the State Governments. The implementation of the recommendations of the Council, is therefore mainly the concern of the State Governments. The Government of India pursue them in order to secure implementation of the recommendations. In pursuance of the Council's recommendation made at its meeting held in June 1968, two Standing Committees of the Council have been set up to review the progress of implementation of the Council's recommendation. The appointment of a separate officer or creation of a whole time Secretariat for the Council however does not appear necessary.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69 dated the 15th November, 1969.]

Comments of the Committee

The Committee feel that a whole-time officer and a nucleus secretariat is essential for the proper working of the Council and therefore the Committee reiterate their earlier recommendation in this regard and hope that necessary steps will be taken in this direction.

Recommendation (Serial No. 13 Para 2.41)^a

The Committee regret to note that, although the Inland Water Transport Committee (1959) had pointed out in clear terms the lack of technical

organisations in the States, which hampered the development of inland water transport on sound basis, very little has been done by the Ministry in this direction. The Committee are unhappy to be told that even now "one of the major factors regarding the development of inland water transport is the absence of proper technical organisation in the States" and that "in the absence of such an organisation, no properly conceived regional projects could be framed, indicating in detail the cost of development and maintenance of waterways, traffic surveys, etc." The Committee are constrained to observe that the Ministry which was responsible for developing inland water transport and effecting necessary coordination with other modes of transport, has not bestowed the necessary consideration, which they should have, to the question of setting up of sound technical organisation in the States. The Committee feel that the matter should have been vigorously pursued by them with the State Governments concerned.

Reply of Government

Attention is invited to the reply to recommendation No. 14.

[*I.W.T. Directorate O. M. No. 1—IWT (23)/69 dated the 15th November 1969*].

Comments of the Committee

Please see Comments of the Committee on reply of Government to recommendation No. 14.

Recommendation (Serial No. 14 Para 2.42)

The Committee note that following the Conferences of the State Ministers-in-charge of Inland Water Transport in June 1968, some of the States have already taken action to set up suitable organisations or at least separate cells which could be made responsible for dealing exclusively with the formulation and execution of inland water transport schemes. The Committee hope that other State Governments would be persuaded to strengthen their organisations, if considered necessary, in the light of the schemes to be implemented during the Fourth Five Year Plan period.

Reply of Government

The need for setting up suitable organisations or at least a separate cell in each State Government, which could be made responsible for dealing exclusively with the formulation and implementation of inland water transport schemes, has already been taken up and emphasised on the State Governments. The Governments of Assam, West Bengal and Kerala have already set up separate organisations. The Governments of Maharashtra and Bihar

are considering the proposal for setting up separate organisations. The Government of Tamil Nadu have intimated that at present no separate cell or organisation is considered essential and the question of setting up a separate organisation will be considered as and when necessity arises.

[I.W.T. Directorate O.M. No.1—I.W.T. (23)/69 dated the 15th November, 1969]

Comments of the Committee

The Committee feel that it is still desirable for the Central Government to take up with the State Governments the desirability of establishing separate cells.

CHAPTER V

RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED

Recommendation (Serial No. 31, Para 4.11)

The Committee regret to note that in spite of the positive recommendations made by them in their 61st Report (1956-57) that the question of declaring important waterways as national waterways should be taken up and that a beginning may be made with the Ganga Brahmaputra Waterways, no concrete action has been taken by the Ministry in this matter all these years. While they appreciate that on account of closure of the river route between Calcutta and Assam, it has not been possible for the Ministry so far to consider the Brahmaputra waterways as national waterways, they fail to see the reasons for not declaring the Ganga and the Hooghly waterways as national waterways. In view of the fact that the construction of the new major port at Haldia and the completion of the Farakka Barrage and ancillary works are expected to substantially augment the inland water transport services in the Hooghly and the Ganga rivers, the Committee would suggest that early steps should be taken to declare the Ganga waterways covering U.P., Bihar and West Bengal as national waterway. The question of declaring other important waterway viz. the Brahmaputra, which is of strategic importance, and the Buckingham Canal, which is an inter-State waterway, may also be considered by the Ministry.

Reply of Government

The recommendations made by the Committee have been noted for consideration in due course in the light of the report of the Inland Water Transport Committee, (set up by the Government of India) which are currently examining the various problems relating to the development of inland water transport in the country.

[I.W.T. Directorate O.M. No. 1-I.W.T.(23)/69 dated the 15th November, 1969.]

Comments of the Committee

Final action taken in the matter may be intimated to the Committee.

Recommendation (Serial No. 47, Para 4.67)

The Committee note that a Study Group was set up to examine the economics and operational feasibility of setting up a separate Organisation based in Assam to provide river services in Assam with an assessment of the viability of such an arrangement and to assess the volume of traffic for river-transport within Assam as also for river-cum-road transport between Assam and other States. The Report of the Study Group is said to be under examination of the Government. The Committee would like to be informed about the final decision taken by the Government in the light of the recommendations of the Study Group.

Reply of Government

The report of the Study Group on Assam River Services was discussed in an inter departmental meeting attended by the representatives of concerned Ministres, the State Government of Assam and the Central Inland Water Transport Corporation. It was noted that inspite of the efforts of the Corporation and the directive issued by the Government of Assam to divert all traffic moved on Government account to river-cum-rail route, no traffic has actually materialised.

With a view to divert all Government cargo to rail-cum-river route via Jogigopa, the Chief Minister Assam had taken two meetings and impressed on all the Heads of Departments to divert all Government cargo to the rail-cum-river route. The Chief Secretary had also issued detailed directives to all the State Government Departments in pursuance of the Chief Minister's decision. It was a little too early for traffic to be actually offered in termes of the State Government's directive since arrangements for the movement of cargo on Government account had been made earlier.

It was generally agreed in the meeting that the fleet of the Corporation should be reduced to the minimum that might be necessary to cope with the traffic that was expected to be offered in the foreseeable future. It was also agreed that the Defence Ministry should make an overall assessment of their transport requirements at different river points and specify how many vessels of different types would be needed to meet their requirements. The matter is being further examined in consultation with the concerned Ministries, the State Government of Assam and the C.I.W.T.C. Ltd. A decision regarding the maintenance of fleet in Assam for defence purposes and also the fleet required if any for running river services in Assam by the C.I.W.T.C. Ltd., will be taken on receipt of the views of the Ministry of Defence and assessment of the traffic potential in that area.

[I.W.T. Directorate O.M. No. 1-IWT (23)/69 dated the 15th November, 1969.]

Recommendation (Serial No. 51, Para 4.84)

The Committee are glad to note that the I.W.T. Crews Training Centre have so far trained 6,464 persons and out of these 5,000 have already been absorbed in the jobs for which they have received training. In view of the fact that a proposal is under consideration to convert the existing Training Centre at Calcutta into a regional training centre, the Committee hope that the Central Government would provide the necessary assistance to the State Government concerned for the expansion of accommodation in the School for which there is a dearth.

Reply of Government

The observation made by the Committee has been noted and also brought to the notice of the Government of West Bengal. The State Government have intimated that the building on the bank of the Hoogly in which the training centre is situated, is ideally suited for the training institution and as such shifting of the training centre to a new place for expansion will involve avoidable heavy expenditure towards the cost of land, building etc. They have further stated that this building belongs to the Ministry of Defence and was taken on lease by the State Government. The State Government have no objection to expand the Training Centre provided full financial assistance is given and the lease for the building is extended for a further period of at least 25 years. This proposal of the State Government when received will be examined in consultation with the Ministry of Defence.

[I. W. T. Directorate O. M. No. 1-IWT(23)/69 dated the 15th November, 1969.]

Recommendation (Serial No. 61, Para 5.47)

The Committee hope that the report of the Study Group which was appointed to consider the inland water transport development in Assam, will be placed before the Joint Steering Committee without delay. They also hope that the implementation of the major recommendations of the Study Group will be considered by the Ministry in the light of the recommendations of the Joint Steering Committee.

Reply of Government

Attention is invited to the reply given to recommendation No. 47.

[I.W.T. Directorate O.M. No. 1-IWT(23)/69 dated the 15th November, 1969.]

Recommendation (Sl. No. 71, Para 5.88)

The Committee note that detailed hydrographic surveys carried out by the Central Water & Power Commission have revealed that it would not

be possible to develop navigation on the Narmada, upstream of Navgam and above Surat on the Tapti in their present state, because of existence of rocky outcrops and steep slope of the river studded with a large number of rapids. The Committee agree with the Ministry that it is essential that the present traffic and traffic potential of the area should be known by conducting a detailed traffic study to justify the economic feasibility of undertaking costly works like the provision of locks, weirs or lateral canals etc. for improving the prospects of development of navigation in these rivers. The Committee hope that such a detailed study will be made in due course.

Reply of Government

The recommendation has been brought to the notice of the State Government of Gujarat. The State Govt. have decided not to pursue the study on the possibility of navigation in Tapti river. The question of conducting a traffic study on the Narmada is under consideration in consultation with the State Government.

[IWT Directorate O.M. No. 1-IWT (23)/69 dated the 15th November, 1969].

NEW DELHI;

12th January, 1970

M. THIRUMALA RAO,
Chairman,
Estimates Committee.

23 Pausa, 1891 (*Saka*)

APPENDIX

Analysis of the action taken by the Government on the recommendations contained in the 74th Report of the Estimates Committee (Fourth Lok Sabha)

I. Total number of Recommendations	76
II. Recommendations which have been accepted by Government (<i>vide</i> recommendations at Sl. Nos. 1, 2,3, 4, 5, 6, 7, 8, 9,10, 12, 16, 18, 19, 20, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 49, 50, 52, 53, 54, 55, 56, 58, 60, 62, 63, 64, 65, 66, 68, 70, 72, 74, 75, 76.)	
Number	59
Percentage to total	78
III. Recommendations which the Committee do not desire to pursue in view of Government's reply (<i>vide</i> recommendations at Sl. Nos. 15, 17, 21, 22, 57, 59, 67, 69 and 73)	
Number	9
Percentage to total	12
IV. Recommendations in respect of which replies of Government have not been accepted by the Committee (<i>vide</i> recommendations at Sl. Nos. 11, 13 and 14)	
Number	3
Percentage to total	4
V. Recommendations in respect of which final replies are still awaited (<i>vide</i> recommendations at Sl. Nos. 31, 47, 51, 61 and 71)	
Number	5
Percentage to total	6

©1970 BY LOK SABHA SECRETARIAT

PUBLISHED UNDER RULE 382 OF THE RULES OF PROCEDURE AND CONDUCT OF
BUSINESS IN LOK SABHA (FIFTH EDITION) AND PRINTED BY THE GENERAL
MANAGER, GOVERNMENT OF INDIA PRESS, MINTO ROAD, NEW DELHI,
