

E. C. No. 154

**ESTIMATES COMMITTEE
1959-60**

SEVENTIETH REPORT

(SECOND LOK SABHA)

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Action taken by Government on the Recommendations contained
in the Sixty-first Report of the Estimates Committee (First
Lok Sabha) on the Ministry of Transport—Inland Water
Transport



**LOK SABHA SECRETARIAT
NEW DELHI**

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ESTIMATES COMMITTEE

1959-60

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INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee, present this Seventieth Report of the Estimates Committee of the Second Lok Sabha on the Action taken by Government on the recommendations contained in the Sixty-first Report of the Estimates Committee (First Lok Sabha) on the Ministry of Transport—Inland Water Transport.

2. The Sixty-first Report of the Estimates Committee (First Lok Sabha) was presented to the Lok Sabha on the 28th March, 1959. The Government furnished their replies to the recommendations in the report, between February, 1959 and August, 1959. The Study Group 'G' of the Estimates Committee examined these replies on the 14th September, 1959.

3. The Report has been divided into five chapters :

I. Report;

II. Recommendations that have been accepted by Government;

III. Replies of Government that have been accepted by the Committee

IV. Replies of Government that have not been finally accepted by the Committee; and

V. Recommendations in respect of which final replies of Government have not been received.

4. An analysis of the action taken by Government on the recommendations contained in the Sixty-first Report of the Estimates Committee (First Lok Sabha) is given in Appendix II. It would be observed therefrom that out of the 38 recommendations made in the report 21 per cent of the recommendations have been accepted fully by Government, while 47·4 per cent of the recommendations have been accepted partly. Of the rest, replies of Government in respect of 10·5 per cent of the recommendations have been accepted by the Committee while those in respect of 18·5 per cent of the recommendations have not been accepted by the Committee. The Government have not furnished replies to 2·6 per cent of the recommendations.

NEW DELHI-1,
The 17th December, 1959.
Aghan 26, 1881 (Saka)

H. C. DASAPPA,
Chairman,
Estimates Committee.

CHAPTER I

REPORT

In para 34 of their Sixty-first Report (First Lok Sabha) the Estimates Committee noting with regret that the Inland Water Transport had been neglected for a long time past felt that the matter should be taken up seriously. They recommended that the question of declaring important waterways as national waterways should be taken up and a beginning should be made with the Ganga Brahmaputra Waterways. They further recommended that the Inland Water Transport Committee might be asked to go into the question of expenditure involved in declaring other important waterways in the country as national waterways and to prepare a scheme for gradual increase in the mileage of waterways to be declared as national waterways. The Government stated in reply as follows:

“The Constitution provides that shipping and navigation on inland waterways declared by law to be national as regards mechanically propelled vessels, shall be the concern of the Central Government. The major implications of declaring a waterway as National by Statute are that the Central Government will have to be responsible for the conservancy of such a waterway and also administrative control of shipping and navigation on such a waterway. So far as the Calcutta-Assam route is concerned, the State Government have been contributing only small amounts to conservancy. The conservancy work is carried out by the Joint Steamer Companies, who are fully experienced in this work. The Central Government have decided to make a grant of Rs. 5 lakhs per annum to the Joint Steamer Companies for a period of three years for this purpose, beginning from 1957-58. The Central Government are thus now bearing a substantial part of the conservancy expenditure on this waterway. As regards the Ganga, the Ganga Brahmaputra Water Transport Board has been bearing a substantial part of the conservancy expenditure since 1957. As regards executive control, at present, the State Governments exercise this control. But, most of the inland vessels on the Ganga and the Brahmaputra are registered and surveyed at Calcutta. The State Government have entrusted the administrative work to the Principal Officer, Mercantile Marine Department, who is an officer of the Central Government. The declaring of general waterways as National and taking over the entire administrative responsibility by the Central Government will be decided in the light of the recommendations of the Inland Water Transport Committee, which are to be received shortly.”

Referring to the report of the Estimates Committee, the Inland Water Transport Committee has in its report stated as follows:

“36.1 During the course of our enquiry, there was a general demand from the State Governments and non-official organisations that the important waterways in their particular regions should be declared as National Waterways, thereby shifting the responsibility for conservancy and maintenance

of these waterways and for development of inland water transport from the State Governments concerned to the Government of India.

36.2 The Constitutional position is that when an inland waterway is declared by Parliament by law to be a National Waterway, Parliament alone has the power to legislate with regard to shipping and navigation and carriage of passengers and goods in mechanically propelled vessels and the rule of the road on that waterway (*Vide* entries 24 and 30 in List I). The executive power of the Central Government is co-extensive with this legislative power of Parliament as provided in Article 73 of the Constitution.

36.3 Although the ownership of the waters of the National Waterway will continue to vest in one or the other State, the Central Government would still have the right and the consequent and co-relative liability over that Waterway for the limited purpose envisaged in entries 24 and 30 in the List I of the Seventh Schedule to the Constitution of India. It would, therefore, be the Central Government's responsibility to maintain the National Waterway so far as such maintenance related to shipping and navigation as regards mechanically propelled vessels. It would also appear to be the right and responsibility of the Centre to take the measures indicated below:—

- (a) Hydrographic surveys and enforcement of draft restrictions according to the availability of seasonal depths.
- (b) Day to day conservancy measures such as (i) bandalling; (ii) dredging; (iii) marking of channel for day and night navigation.
- (c) Salvage operations such as removal of wrecks and snags constituting a danger to navigation.
- (d) Enforcement of Rules of the Road and assistance in the event of groundings or collision.
- (e) River training measures of a permanent nature involving capital expenditure.

36.4 It would further appear that in respect of a National Waterway, a State Government might not have the right to divert water from that waterway for irrigation purposes so as to prejudice shipping and navigation therein by mechanically propelled vessels contrary to the provision of any Central Act in that behalf.

36.5 We have given anxious thought to the whole question and feel that it is desirable to suggest certain principles on the basis of which it may be examined whether any particular waterway should be considered for being declared as a National Waterway, bearing in mind the legal and financial implications involved. We suggest the following principles for consideration:

- (a) That the waterway should pass through and serve the interests of more than one State in India;
- (b) That the waterway should have on it a substantial amount of traffic by mechanically propelled vessels; and
- (c) That the Government of India should be satisfied that it will not be possible for the State Governments concerned to undertake proper regulation and development of such Waterway and that it should, therefore, be virtually taken over by the Government of India in the national interest.

36.6 In the light of the above, we doubt if any of the waterways except the one connecting Calcutta with Assam needs further consideration. Even this waterway is not continuous and passes through several hundred miles of Pakistan territory. We feel that the declaration of this waterway as a National Waterway is likely to introduce complications which would be expedient to avoid at present. In the circumstances, we do not recommend any of the waterways in India to be declared as a National Waterway at this stage.

36.7 At the same time, we would strongly urge that the Government of India should assume responsibility for improving and maintaining all important waterways of the country, including more particularly those suggested for early development in our report.

36.8 We are unable to go into the question of expenditure involved in maintaining and improving these and other waterways on the material available to us. The matter will have to be further examined by the technical staff in the light of such hydrographic and other surveys."

[While the Committee appreciate the analysis of the problem made by the Inland Water Transport Committee they are unable to see whether the conclusions drawn by that Committee follow from the analysis. The Inland Water Transport Committee have not explained the considerations underlying the principles enunciated by them for declaring a waterway as a national waterway and whether the principles do not apply in the case of the Ganga Brahmaputra Waterways which the Estimates Committee had specifically suggested to be declared as a National Waterway. As it is stated that the Ganga Brahmaputra Water Transport Board which is a tripartite body bears a substantial portion of the expenditure on the conservancy of the Ganga and the administrative work relating to the inland vessels on the Ganga and the Brahmaputra is entrusted to a Central Government official, the Committee feel that there is already a Prima facie case for declaring the Ganga and Brahmaputra Waterways as national waterways. They also feel that though the other waterways might not fulfil all the conditions prescribed by the Inland Water Transport Committee for declaring them as national waterways, it might be essential that some of the important waterways should be declared as national waterways in order that they might be developed on sound lines. They, therefore, reiterate their earlier recommendation and suggest that early action be taken to declare the Ganga Brahmaputra Waterways as National Waterways and also to re-examine that other waterways may be declared as such.]

2. In para 45 of their report the Committee suggested that the question of making the Ganga Brahmaputra Board a statutory body might be examined and pointed out that the representative of the Ministry who appeared before them for tendering evidence had agreed at the suggestion of the Committee to include the question in the terms of reference of the Inland Water Transport Committee. In para 94 the Committee specifically recommended that the terms of reference of the Inland Water Transport Committee might be made more comprehensive by including *inter alia* the subject of making the Ganga Brahmaputra Board a statutory Board. The Government stated in reply to para 45 that the recommendation of the Committee had been accepted and that the matter was before the Inland Water Transport Committee and further it was proposed to take a final decision after the report of the

Committee had been received. In reply to para 94, it was, however, stated that the question of making the Ganga Brahmaputra Water Transport Board as a statutory Body was essentially an administrative matter and it had not therefore been considered necessary to refer it to the Inland Water Transport Committee. *The Committee feel that the replies of Government are some what contradictory. [They, however, urge that further steps might be taken to have the desirability of making the Ganga Brahmaputra Board a statutory board examined and bring in a legislation to that effect at an early date.]*

3. In para 100 of their report, the Committee desired that detailed investigation on the five schemes recommended by the Central Water and Power Commission in their Master Plan for the development of inland waterways should be pursued with vigour. The Government stated in reply that the Inland Water Transport Committee had come to the conclusion that in the present conditions it would be more advantageous to undertake hydrographical surveys in respect of certain specified stretches of certain rivers with a view to determine their navigability. In this connection the Inland Water Transport Committee has stated as follows :

24.4. The Central Water and Power Commission considered that the unified multi-purpose development of the rivers could make vast stretches navigable and by inter-connecting some of these rivers a net work of waterways from coasts to coasts could be created. They accordingly prepared a rough outline plan which has been referred to as the 'Master Plan' for guidance in planning. The following are the main schemes outlined in the Plan:

- (i) Linking the Ganga with west flowing rivers to provide a continuous waterways from the West Coast (Arabian Sea) to the East Coast (Bay of Bengal).
 - by (a) Connecting the Narbada with the Sone *viz.* the Johilla, a tributary of the Sone.
 - (b) Connecting the Narbada with the Sone (a tributary of the Ganga) *via* the Hiran and Katni Nai (tributaries of the Narbada and the Sone respectively).
 - (c) Connecting the Narbada with the Chambal *via* the Karam river (tributary of the Narbada).
 - (d) Connecting the Narbada with the Yamuna *via* the Bearma and the Ken (tributaries of the Ken and the Yamuna).
- (ii) Linking the Narbada with the Godavari to provide a continuous waterway from the West Coast to the East Coast.
- (iii) Linking the Tapti with the Godavari system *via* the Wardha to provide an alternative waterway connecting the West Coast with the East Coast *via* the Sone and the Rihand.
- (iv) Linking the Ganga with the Mahanadi.
- (v) Inland coastal waterway from Calcutta to Mangalore *via* Cuttack and Madras.

24.5. The representatives of the Central Water and Power Commission explained to us that the Outline Plan, was in itself not a blue print for specific schemes but it was only a basis for planning and for further investigations and that field investigations such as the extent of navigability of the rivers and their slopes in different stretches have yet to be carried out. The Central Water and Power Commission are pursuing further studies of the proposals outlined

in the scheme and have prepared a preliminary draft report on linking the Narbada with the Sone. Investigations such as traffic potential have yet to be carried out.

24·6. As we had doubts about sufficient water being available in the rivers to be connected for both irrigation and navigation throughout the year, we requested the Central Water and Power Commission to examine the matter and let us have their views. They now inform us that they are studying the matter in detail but from the preliminary studies made so far they find that adequate water will be available in some of the rivers to be linked.

24·11. To explore the possibility of immediate development of navigation on certain important rivers and canals, we suggested in our recommendations that investigations should be taken in hand immediately to ascertain how far they could possibly be made navigable, without prohibitive cost, for minimum depths as indicated below:—

- (a) Stretches likely to afford a depth of 6 ft. to 8 ft. from the mouth inland.
- (b) Stretches likely to afford a depth of 4 ft. to 6 ft. in continuation of (a)
- (c) Stretches likely to afford a minimum depth of 3 ft. to 4 ft. in continuation of (b).

24·12. We have suggested^r that studies on the above lines should be carried out on the following rivers and waterways, both at the end of the monsoon and during the low water season:

- (a) River Ganga from Allahabad to Kanpur—a distance of 155 miles.
- (b) River Yamuna—Allahabad to Chambal river—a distance of 290 miles.
- (c) River Tapti—Surat to Bhusawal—a distance of 232 miles.
- (d) River Narbada—Broach to Hoshangabad—a distance of 370 miles.
- (e) River Mahanadi—Cuttack to Dholpur—a distance of 107 miles.
- (f) River Godavari—Dowalishwaram Anicut to Pranhita—a distance of 260 miles.
- (g) Sabari and Sileru, tributaries of the Godavari river.
- (h) Krishna river.

Our idea in making this recommendation was try and see how far these rivers could be made navigable from the mouth upwards; thus generally cutting across road and rail communications and not running parallel to them. This data was not available to us at the time of submission of this report. When these investigations are completed, it would be possible to ascertain how far and at what cost we could make our important rivers navigable from the mouth upwards into hinterland”.

It is not clear to the Committee whether the recommendations of the Inland Water Transport Committee are intended to supersede the recommendations made by the C.W.P.C. in their Master Plan for the development of the Indian waterways or to supplement them. As, however, the C.W.P.C. is stated to be carrying out further studies with regard to the plan drawn by it and in view of the fact that the Inland Water Transport Committee has also not given any

alternative master plan the Committee recommend that steps might be taken to finalise the Master Plan early and determine precisely the broad objectives in the field of development of water transport before undertaking the work on specific schemes so that the resources available are not frittered away.

The Committee would also like to suggest that while finalising the Master Plan, the development of inland waterways might be given special consideration in those regions where due to dearth of rail or road communications, inland water transport is the main means of communication as in the deltaic regions of Orissa. In this connection the Committee would like to draw attention to the following observations made by the I.W.T. Committee in para 15 of their Report:—

“The State of Orissa, is, at present poorly served by Railways. The main line of the south-eastern railway passes through Cuttack between the coast and the vast hinterland. The National High-way also runs parallel and close to it in a North-Easterly/South-Westerly direction, while the major inland waterways of Orissa run through the State from roughly west to east across the main highway and railway lines. In the deltaic regions, such as the areas served by the Kendrapara and Taldanda Canals and the Orissa Coast Canal and the hinterland, west of the railway line between Cuttack and Dholpur on the Mahanadi, inland water transport is the main means of communication. We are greatly impressed with the potentialities of water transport in the deltaic region whose development is intimately connected with the future development of Paradip Port which has recently been declared a minor Port. These waterways serve a region completely devoid of rail communication and where road communication is not adequate. The necessity of a co-ordinated development of these waterways in this region has impressed us greatly. While water transport in Orissa cannot be fully developed without an outlet to the sea through Paradip Port, the development of a Port itself is dependent, entirely on the amount of traffic fed into it and taken out of it and this, as it stands, can only be effected by inland water transport. The two schemes are, therefore, interdependent and should be developed simultaneously.”

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

S. No. of the Recommendations	Reference to paragraph in the Report	Summary of Recommendations	Reply of Government
1	2	3	4
2	23	<p>The Committee are glad to note the undertaking given by the representative of the Ministry of Transport that they will have to accept the responsibility of co-ordinating and developing inland Water Transport and hope that the Ministry will now function with this enlarged responsibility. The Committee further recommend that the suggestion to divide the entire country into different contiguous regions and to put</p>	<p>The Committee's recommendation is accepted and action is being taken accordingly. <i>[Ministry of Transport and Communications—Department of Transport (Transport Wing) O. M. No. 7-1WT (78)/57 dated the 6th March, 1959].</i></p>

each region under charge of a competent technical officer to attend to the development of river navigation in different regions should be drawn up after careful study and investigation in consultation with the Central Water and Power Commission and the State Governments for gradual implementation subject to the availability of resources.

8 54

The Committee find that no annual reports on its working are issued by the Ganga Brahmaputra Water Transport Board. The Ministry have informed the Committee that no separate report has so far been issued by the Board with regard to its working and that the annual Administration Report of the Ministry of Transport includes account of the working of the Board. The account given in the annual report of the Ministry of Transport is very sketchy and barely covers a page. The Committee suggest that the Board should issue a regular report on its working and it might from an important appendix to the report of the Ministry of Transport. The salient features of the report may be mentioned in the main report.

The recommendation is accepted. The Annual report of the Ganga Brahmaputra Water Transport Board for the year 1958 is expected to be issued shortly.

[Ministry of Transport and Communications—
Department of Transport (Transport Wing) O.M
No. 7-IT/T (78)57 dated the 6th March, 1959].

69 The Committee regret to note that other urgent problems necessitated the postponement of investigation in connection with the development of navigation on the Mahanadi river. The Committee suggest that the scheme of navigation on the Mahanadi should be pursued as originally contemplated as early as possible. As regards investigations in connection with the development of a port at the mouth of the Mahanadi river, which are expected to be completed by the end of 1958 the Committee suggest that efforts be made to complete the investigations earlier.

The Govt. of Orissa are carrying out hydrographical surveys of the Dholpur-Cuttack stretch of the Mahanadi with a view to determine the extent of river conservancy work necessary. The State Govt. have also been requested to study the economic potentialities of developing navigation on this river. The State Government are arranging the survey.

The Central Water & Power Research Station, Poona have undertaken model tests regarding Paradip Port and have prepared a Report. This Report is under examination.

[*Ministry of Transport and Communications—
Department of Transport (Transport Wing) O.M.
No. 7-IWT (78) dated the 6th March, 1959.*]

92 The Committee are glad to note the association of the non-official element in the Inland water] Transport Committee.

Noted.

[*Ministry of Transport and Communications—
Deptt. of Transport (Transport Wing) O.M. No
7-IWT (78) 57 dated the 6th March, 1959.*

S. Nos. 25 & 31 (iii)

Shri Lokur had suggested that river conservancy work should be taken over by Government and that, till then, the grants to the Joint Steamer Companies should be suitably increased. The Joint Steamer Companies are operating now only on the Calcutta—Assam route. The Central Government have agreed to meet the actual cost of river conservancy on this route

25 "The Committee consider the recommendations made by Shri N. S. Lokur in respect of channel conservancy measures adopted by the Joint Steamer Companies as reasonable and fair and suggest that Government should reconsider the position and take steps to implement them".

31 (iii) 140 "The problems of channel conservancy measures required at various places should be carefully examined and provision of funds obtained for non-recurring and recurring expenditure on this account".

within Indian territory subject to a maximum of Rs. 5 lakhs per year for a period of three years beginning from 1957-58, the position being subject to review thereafter. The Ganga Brahmaputra Board is now contributing a sum of Rs. one lakh for the river conservancy on the Ganga in Bihar and Rs. 50,000/- in the Uttar Pradesh. This will benefit the proposed push towing service from Buxar—Raj Mahal (Ganga) the pull towing service from Patna—Behraj (Ganga—Ghogra) and the bigger sized country craft plying in the river. It will also prevent further deterioration of navigable channels of the river.

2. As regards other waterways, the recommendations of the Gokhale Committee are awaited.

[Ministry of Transport and Communications—
(Department of Transport (Transport Wing) O.M.
No. IWT (70)57 dated the 28th April, 1957].

31 (ii) 140 "Special efforts should be made to obtain expeditiously the craft and other equipment for the Upper Ganga Pilot Project, and the Project put into operation as early as possible in order that the results of its working may be available for guidance in other places."

Except two pusher tugs all the other crafts recommended by Mr. J.J. Surto, have been received.

One pusher tug will be delivered within a week and the second one in about a month's time. The delay in construction is due to the fact that Directorate General Supplies and Disposals originally

awarded this contract to a firm (United Traders) which unfortunately failed to carry out the order. Fresh tenders had therefore to be called. It is proposed to start the push towing pilot project in early April, 1959.

A country boat towing pilot project was started on 11-1-58.

[*Ministry of Transport and Communications—
Department of Transport (Transport Wing) O.M.
No. 7-IWT(78)57 dated the 6th March, 1959*].

31 (vii) 140 Future construction of canals in the country should be designed with due regard to the provision of navigational facilities side by side, wherever the same are feasible and required in the wider interest of the country.

The recommendation has been accepted and brought to the notice of all the State Governments and Project Authorities concerned.

[*Ministry of Transport and Communications—
Department of Transport (Transport Wing) O.M.
No. 7-IWT(78)57 dated the 6th March, 1959*].

CHAPTER III

REPLIES OF THE GOVERNMENT THAT HAVE BEEN ACCEPTED BY THE COMMITTEE

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The Committee understand from a recent press report that a proposal to have a canal skirting Delhi is under consideration of the Government. The Committee welcome the proposal and hope that the same will be finalised soon.

The Punjab Government have been working out a scheme for an irrigation canal known as the Gurgaon Canal Tunnel scheme. The scheme has not so far been included in the Second Five Year Plan.

[*Ministry of Transport and Communications—Dept. of Transport (Transport Wing) O.M. No. 7-1WT (73)/58 dated the 18th February, 1959.*]

3

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“The provision of only Rs. 43 lakhs for the development of west coast canals appears to be inadequate. Feasibility of increasing the same may be examined.”

The provision of Rs. 43 lakhs for the development of West Coast Canals during the Second Five Year Plan period was made out of the overall plan provision of Rs. 3 crores for the development of inland water transport through out India. This has been recently reduced by the Planning Commission to Rs. 142 lakhs.

The Committee note with regret that the information collected by the Ministry of Transport in 1949 regarding an all India survey of the possibilities of developing inland water transport in the country was not put to any useful purpose in that no perspective plan has so far been drawn up by the Ministry regarding the development of river navigation in India which no doubt is a difficult and vast task but holds possibilities of achievement at a time when it is most needed to supplement the other means of transport which are strained to the utmost at the moment.

In their interim recommendation the Inland Water Transport Enquiry Committee recommend a provision of Rs. 20 lakhs for Kerala and Rs. 10 lakhs for Mysore. In view of the possibility of development of I.W.T. in this region the original provision of Rs. 43 lakhs has been allocated for Kerala. As regards Mysore no provision was made in the Second Plan as the State did not suggest any and nor has it been found possible to provide the funds from the reduced allocation made in the revised plan. The matter will however be reviewed after the report of the traffic survey of the canals on the West coast which is already in progress is completed and the report made available.

[*Ministry of Transport and Communications—Deptt. of Transport (Transport Wing) O.M. No. 7-IWT (64)/57 dt. 22-6-1959*].

The Committee's observations are noted. The material available in this Department has since been made available to the Inland Water Transport Enquiry Committee (Gokhale Committee) which enquired into the problem as a whole and whose recommendations have just been received. These are being studied with a view to prepare a long term plan for the development of inland water transport.

[*Ministry of Transport and Communications—Deptt. of Transport (Transport Wing) O.M. No. 585-IWT/59 dated the 29th July, 1959*].

9 63 The Committee feel that the Buckingham Canal offers great potentialities for the development of traffic and suggest that all the improvements needed together with the linking of the canal with the Madras harbour should be carried out within the Second Five Year Plan period to enable the canal to fulfil a long felt need.

The I.W.T. Committee arranged for a traffic survey of the Buckingham Canal region. The report of the survey is awaited by the Committee who will make suitable recommendations for the development of the Buckingham Canal, in the light of that report.

The I.W.T. Committee, in their interim recommendations, suggested that experimental dredging should be carried out in certain stretches of the Buckingham Canal by Madras and Andhra Pradesh Governments to see whether the Canal bed when deepened would not heave up again almost immediately to its predredged level as was reported to have happened earlier when the bed was deepened manually. The State Governments of Madras and Andhra Pradesh have been requested to carry out this experiment and intimate the result.

The Planning Commission have recently agreed to provide Rs. 10 lakhs in the revised Second Plan allocation to carry out improvements of canals in Madras and Andhra areas. The State Governments have been informed about this and told that if they require funds for purchasing or constructing dredgers to carry out experimental dredging, they might submit proposals for suitable dredgers to us. Their reply is awaited.

[*Ministry of Transport and Communications — Department of Transport (Transport Wing) O.M. No. 7-IWT (78) 57 dated the 6th March, 1959.*]

The Committee suggests that the feasibility of connecting Kurnool-Cuddappah canal with some commercial and industrial centres to make it more useful may be examined.

The recommendation has been examined in consultation with the State Government. The entire length of the Kurnool-Cuddappah canal, was navigable from the year 1870 to January 1950. As there was poor traffic in the canal and practically no return for the large amounts spent towards its maintenance for navigation, a portion of the canal below lock No. 18 to the end of the canal was closed for navigation with effect from 1-1-1930. On 1-7-1933, the canal from lock No. 1 to lock No. 18 was also closed for navigation. The Andhra Government who were requested to consider the Estimates Committee's recommendation have replied that the question of restoring navigation for the entire length of the canal and also extending it by about 1½ furlong upto Krishnapuram Railway Station was examined by the State Government in 1942. In view of the fact that the people were not taking advantage of the navigation facilities and there was, practically, no boat traffic even in the reaches where the canal was navigable, the State Government decided to drop the question. There is little prospect of development of navigation as the canal does not connect with any port and all traffic available is only one way without return loads. No minerals are quarried along the route. There is no forest produce available for export anywhere along the route, as the canal only about circuits the railway line from

Kurnool to Nandyal. The towns in the Kurnool Cuddappah area i.e. Kurnool, Nandikotkur and Nandyal are already connected by the canal. The Government of Andhra have suggested that the question of restoring navigation on this canal may be reviewed in the 3rd Five Year Plan when the country is expected to be industrialised. This will be done.

[Ministry of Transport and Communications—
Department of Transport (Transport Wing) O.M.
No. 7-IWT(78)/57 dated the 6th March, 1959].

12 72 The Committee recommend that the Government should give due consideration to the suggestions of Shri N.C. Ghosh, Director/Manager, India River Transport Company Limited, Calcutta, regarding the necessity of special type of craft to navigate on the Damodar Valley irrigation-cum-navigation canal and the need for having regular terminal points along the entire stretch of the canal system.

The Committee further recommend that the Ministry of Transport should not escape

The Damodar Valley Corporation have provided regular terminal points on the Damodar Valley Irrigation-cum-Navigation Canal for loading and unloading of cargo from the boats. As regards special type barges for operation on this canal, to begin with, the intention is to attract traffic by allowing private companies to operate their existing craft. The question of building special type craft and operating them does not therefore arise for the present.

The recommendations regarding close cooperation

its responsibility by saying that the utilisation of the river valley and other multipurpose projects for the purpose of navigation is primarily for the Irrigation and Power Ministry to consider. It should fully associate itself with such schemes and cooperate in full with the Irrigation and Power Ministry from the very inception to see that where navigation is possible such schemes must provide for the same in the overall interests of the country. The Transport Ministry should cease to be a mere onlooker on such important projects and should work in close cooperation with other Ministries to safeguard the interests of inland navigation and its development in the country.

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84 The Committee regretfully observe that although nearly 4 years have elapsed since Mr. J. J. Surie, an Inland Water Expert of the U.N., submitted his report, the crafts recommended by him for the Ganga, Gogra, and Brahmaputra rivers have not yet been received and put into operation and that surveys are still in progress for drawing up specifications for the diesel ferry vessel across the Brahmaputra. The Committee feel that the need for operating modern craft on the shallow waterways of India is very urgent and that no time should be lost in carrying out necessary investigations and surveys, obtaining the craft and placing the same in service.

with other Ministries to safeguard the interest of Inland Navigation are noted. Close cooperation has been established between the Ministry of Transport and the Ministry of Irrigation and Power in this respect.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. No. 7-IWT(70)57 dated 28th April, 1959.*]

17

Except two pusher tugs, the other craft recommended by Mr. J. J. Surie have been received. One pusher tug will be delivered within a week and the second one in about a month's time. The delay in construction is due to the fact that Director General, Supplies and Disposals initially awarded this contract to a firm which unfortunately failed to carry out the order. Fresh tenders had therefore to be called. It is proposed to start the push towing pilot project from Buxar to Rajmahal in early April, 1959. A country boat towing pilot project between Patna and Chapra was started on 11-1-1958.

As regards the diesel ferry service across the Brahmaputra, the intention was to locate it at

Gauhati. Specifications were drawn up accordingly and tenders were invited by the Ganga Brahmaputra Water Transport Board in 1957. The Railways have however taken a decision to construct a rail-cum-bridge at Pandu. It has therefore become necessary to consider the effect of the bridge on the proposed ferry service. The State Government have accordingly been asked whether they would still adhere to the original specifications for a ferry service or they would reconsider the requirements. Their views are awaited.

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[*Ministry of Transport and Communications*
—*Department of Transport (Transport Wing) O.M.*
No. 7-IWT(78)57 dated the 6th March, 1959.]

The Committee suggest that the feasibility of including the Inland Water Transport Companies in the list of industrial concerns to whom financial aid could be granted by the Industrial Finance Corporation, should be sympathetically examined by the Ministries of Transport and Finance.

18 107

The Industrial Finance Corporation Act covers assistance for Indian Registered firms engaged in shipping. The word 'shipping' appearing in Sec. 2(c) of the I.F.C. Act covers all kinds of shipping including Inland Water Transport Companies, I.W.T. Companies which are public limited Companies or co-operative Societies incorporated by a Central Act or an Act of Legislature of a State or under any law for the time being in force and registered in India are eligible for loan assistance by the Corporation. No request for financial assistance has, however,

the Ganga Brahmaputra Water Transport Board have proposed installing radio telephone sets at Dhuri and Pandu Ports only to begin with. The Joint Steamer Companies have expressed their willingness to share the expenditure on this scheme. The matter is being pursued further.

[*Ministry of Transport and Communications*
—*Department of Transport (Transport Wing) O.M.*
No. 17-IWT (12)/59 dated 20th July, 1959]

21 The Committee suggest that suitable steps should be taken to overcome the shortage of engineering staff for preparing designs of modern equipment for berthing of vessels and for mechanical handling of cargo for all inland water ports and that designs for other riverine ports should be finalised without delay.

21 116

Designs of Pandu, Karimganj, Patna and Dhubri have been completed by the Ganga Brahmaputra Water Transport Board's engineers. No shortage of engineering staff was experienced in this connection.

Due to reduced plan allocation during the Second Plan period for I.W.T. it is proposed to develop Pandu Port only during the current Plan Period.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M.*
No. 7-IWT (78)/57 dated the 6th March, 1959].

The Committee are glad to note that provision has been made in the Ganga Brahmaputra Water Transport Board's second five year plan for recruitment of necessary staff and the purchase of vessels for carrying out the Survey of Ganga River, Sunderban area, Hooghly River, Rupnarain River and Brahmaputra River at various places and the feeder rivers Dehing, Subansiri etc.

Under the original second five year plan proposal provision was made for the purchase of 3 Survey Launches.

2. A Technical Sub-Committee of the Board finalised the designs and specifications and tenders were invited.
3. Meantime, the original provision of Rs. 300 lakhs for I.W.T. was reduced to Rs. 142 lakhs.
4. It is proposed to utilise Rs. 15 lakhs for purchase of 3 survey vessels. The provision of foreign exchange involved is being processed.
5. The Board is however carrying out surveys of Brahmaputra, Ganga and the feeder rivers Subansiri, Dehing etc., on a limited scale with 2 small Survey Launches already acquired.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. No. 7-IWT(121)/57 dated the 9th March, 1959.*]

The Committee suggest that the provision of Launches at other crossings as at Beharikal, a border station on the Sunderbans, should be expedited.

The recommendation of the Estimates Committee has been examined in consultation with the Ministries of Home Affairs and Finance and the State Governments of West Bengal and Assam. The West Bengal Government have intimated that there are no other steamer crossings with which they are concerned. As regards Assam, the present arrangements at Dhubri and Karimganj are working satisfactorily.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. No. 17-IWT(1)/59 dated the 29th July, 1959.*]

24 The Committee are of the opinion that various facilities suggested by the Steamship Companies are the normal facilities required for the purpose of maintaining efficient system of inland water transport. They, therefore, suggest that provision of these facilities should be arranged on a systematic basis.

The recommendation, in so far as the provision of automatic flashing beacons to facilitate night navigation and introduction of radio-telephone communications between vessels and shore stations are concerned, has been covered by the replies to recommendations No. 19 and 20. As regards the item relating to the provision of suitable, floating or shore outposts at border check points, a separate reply is being sent with reference to recommendation No. 23. As regards the provision of modern equipment of a permanent nature for the berthing of vessels and for mechanical handling of cargo, one mechanically operated berth and two transit sheds are included in the project for development of Pandu Port. This project will cost Rs. 30 lakhs. A sum of Rs. 20 lakhs has been provided in the revised allocations during the 2nd Five Year Plan for the construction of Pandu Port. The extent of mechanisation will depend on the availability of necessary foreign exchange.

As regards river surveys, the Ganga-Brahmaputra Water Transport Board owns two small survey launches. One is employed on the Ganga and the other is in Assam. The Subansiri and the Dehing rivers in Assam have been surveyed. A survey of the Ganga is in progress. Specifications for bigger survey launches for the main waterways

have been prepared. A provision of Rs. 15 lakhs for the purchase of three survey vessels was suggested in the revised allocation of funds during the 2nd Five Year Plan. A part of this will be required as foreign exchange. The matter is under examination in consultation with the Planning Commission.]

The suggestion regarding improvement of roads to ghats has been brought to the notice of the Government of Assam.

[*Ministry of Transport and Communications—
Department of Transport (Transport Wing)
O.M. No. 17-IWT(1)59 dated the 29th July,
1959*].

26 128 The Committee are of the opinion that there is enough traffic at present for transport by rail, road as well as steamers. They, therefore, suggest that the matter of the rational organisation of transport in the region should be examined and efforts made to earmark certain amount of traffic for carriage by river navigation.

23 The recommendation was brought to the notice of a Committee which was set up by the Ganga-Brahmaputra Water Transport Board to suggest alternative arrangements for the running of Bihar IWT Services consequent on the withdrawal by the Joint Steamer Companies. That Committee recommended that Calcutta-Bihar (river stations) traffic should move by the rail-*cum*-river route *via* Rajmahal. This is feasible only if the river freight rate is more attractive than the freight by the all-rail route. A traffic survey of the Ganga has now been arranged through the National Council of Applied Economic Research. This survey is in progress. The question of earmarking certain amount of traffic for carriage by river will be considered in consultation with the railways in the light of the results of the traffic

survey and the report of the I.W.T. Committee which is expected to be received in a few weeks.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. NO. 7-IWT (78) dated the 6th March, 1959*].

27 131 “The Committee suggest that the question of amending the Inland Steam Vessels Act on the lines suggested by the Steamship Companies should be examined, provision in the laws of foreign countries studied and the Act suitably modified.”

28 134 The Committee feel that the rivers like Narbada
31(i) 140 and Tapti, on the Western Coast have long
31(viii) been neglected with the result that their water-
Ports have been silted up and blocked and their
nothing has been done to develop the potentialities
of navigation on these rivers. The Committee
recommend that the Ministry of Transport should
arrange early for a survey of the navigation
possibilities of these rivers, as also of the Chambal
and Yamuna in consultation with the Central Water
and Power Commission

The recommendation has been noted. Information regarding the provisions in the laws of the foreign countries have been obtained and is being studied.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. No. 7-IWT(121) dated the 9th March, 1959*].

The Committee on Inland Water Transport have, in their interim recommendations, suggested hydrographic surveys of certain stretches of the following more important rivers with a view to determine their navigability from mouths upwards as far as possible:—

1. Ganga from Allahabad to Kanpur.
2. Yamuna from Allahabad to where the Chambal joins the Yamuna.
3. Godavari upto the confluence of Pranhita and including Sabari.
4. Mahanadi from Cuttack to Dholpur.

and the State Governments concerned. They also recommend that an inter-state River Board may be constituted for this purpose.

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The Drawing up of schemes, with a view to study the navigation potentialities of the various rivers and canals throughout India and the carrying out of improvements and extensions thereto should be taken in hand without further delay and the work completed within a period of say, 2-3 years. The West Coast should be explored early for providing river navigation facilities as in the case of North-East, East, and South.

5. Narbada from the sea to the south of Hoshangabad.

6. Tapi from sea to the south of Bhusawal.

7. Krishna.

They have recommended a provision of Rs. 2 lakhs during the current Plan period for this purpose. Detailed estimates for these surveys have been prepared. The Planning Commission have approved this project. The question of provision of funds is under examination. The project will be undertaken shortly.

The suggestion regarding constitution of an inter-state River Board will be pursued in the light of the recommendations of the Committee on Inland Water Transport which are now awaited.

[*Ministry of Transport and Communications—
Department of Transport (Transport Wing) O.M.
No. 7-IWT (78) dated the 6th March 1959.*]

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(Part II)

135

The Committee also suggest that suitable steps should be taken to standardise country boats for local as well as inter-district communications.

The recommendation was brought to the notice of the State Governments of Bombay, Madras, West Bengal, U.P., Bihar, Orissa, Assam, Kerala and Andhra. They were requested to examine the feasibility of standardising the country boats with regard to size, type, design etc. The State Governments of U.P., West Bengal, Orissa, Kerala, Madras and Bihar are of the opinion that standardisation is not feasible on an all India or even regional basis as local conditions and the nature of the waterways,

size and shape of the country boats vary from region to region and place to place. The Government of Madras have also stated that standardisation of country boats may adversely affect the cost of construction and ferry services would no longer remain a paying proposition. The State Government of Andhra Pradesh also do not consider it necessary to have rigidity in the matter of adoption of designs for the country boats. The comments of the Assam Government are still awaited.

The terms of the I.W.T. Enquiry Committee set up under Shri B. K. Gokhale cover this aspect and their recommendations in this regard are awaited.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. No. IWT(78)/58 dated the 18th February, 1958*].

31(iv) 140 "The requirements of dredgers, and other machinery required for deepening the canals and rivers, which have silted up through neglect during the last many years, and of suitable craft and equipment required for service thereon should be estimated sufficiently in advance to enable adequate funds being

The recommendation has been noted.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. No. 7. IWT (121)/57, dated the 9th March, 1959*].

obtained during the Third Five Year Plan period.

- 31(v) 140 "The requirements of various facilities such as beacons, radio-telephone communications, jetties, equipment for the berthing of vessels and mechanical handling of cargo, floating or shore out-posts with residential and office accommodation etc., should similarly be estimated well in advance so as to be included in the Third Five Year Plan."
- 31(vi) 140 "Arrangements should be taken in hand for the training of crew and other personnel required for inland water transport." *
- The recommendation has been noted.
- [*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. No. 7-IWT (78)/57 dated the 6th March, 1959.*]
- At present most of the I.W.T. crews are recruited in the Calcutta region. The West Bengal Government have a Training Centre at Calcutta where general and technical training for Deck and Engine Room ratings is imparted. The candidates from U.P., Bihar and Assam are also trained at this Centre. The Joint Steamer Companies, who are the Chief Inland Water Transport operators, have also made arrangements for further practical training of the boys who pass out from I.W.T. Training Centre, Calcutta.
- The Principal Officer, Mercantile Marine Department, Calcutta has prepared a Higher Training Scheme for imparting training to the I.W.T. personnel for appearing in the Competency Examinations of Serang/Master and Driver. This has been agreed to in principle by the

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Government of West Bengal. The State Government have been requested to expedite the introduction of this Scheme at the I.W.T. Training Centre at Calcutta.

[*Ministry of Transport and Communications—Department of Transport (Transport Wing) O.M. No. 7-IWT-(75)/57, dated the 2nd March, 1959.*]

CHAPTER IV

REPLIES OF THE GOVERNMENT THAT HAVE NOT BEEN FINALLY ACCEPTED BY THE COMMITTEE

Serial No. of the re- commen- tation	Ref. to Para No. in the Report	Summary of Recommendation	Reply of Government	Comments of the Committee
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4	34	<p>The Committee are of the opinion that the Central Government should not shirk their responsibility in the matter of declaring certain inland waterways as national waterways by statute. Inland Water Transport has been neglected for a long time past and it is high time that the matter is taken up seriously. The Railways and some road-</p>	<p>The Constitution provides that shipping and navigation on inland waterways declared by law to be national as regards mechanically propelled vessels, shall be the concern of the Central Government. The major implications of declaring a waterway as National by Statute are that the Central Government will have to be responsible for the conservancy of such a waterway and also administrative control of shipping and navi-</p>	<p>Please see para 1 of the Report.</p>
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ways have since been nationalised and brought under the Central Government. There is, therefore, no point in not declaring the important waterways as national waterways. The Committee, therefore, recommend that the question of declaring important waterways as national waterways should be taken up and that a beginning may be made with the Ganga and Brahmaputra waterways. Further, the proposed Inland Water Transport Committee may be asked to go into the question of expenditure involved in declaring other important waterways in the country as national waterways and to prepare a scheme for gradual increase in the mileage of waterways to be declared as national waterways.

gation on such a waterway. So far as the Calcutta-Assam route is concerned, the State Government have been contributing only small amounts to conservancy. The conservancy work is carried out by the Joint Steamer Companies, who are fully experienced in this work. The Central Government have decided to make a grant of Rs. 5 lakhs per annum to the Joint Steamer Companies for a period of three years for this purpose, beginning from 1957-58. The Central Government are thus now bearing a substantial part of the conservancy expenditure on this waterway. As regards the Ganga, the Ganga Brahmaputra Water Transport Board has been bearing a substantial part of the conservancy expenditure since 1957. As regards executive control, at present, the State Governments exercise this control. But, most of the inland vessels on the Ganga and the Brahmaputra are registered and surveyed at Calcutta. The

State Government have entrusted the administrative work to the Principal Officer, Mercantile Marine Department, who is an officer of the Central Government. The declaring of general waterways as National and taking over the entire administrative responsibility by the Central Government will be decided in the light of the recommendations of the Inland Water Transport Committee, which are to be received shortly.

[*Ministry of Transport and Communications (Department of Transport) Transport Wing O.M. No. 7-IWT (121)/57, dated the 9th March, 1959*].

45 The representative of the Ministry expressed the opinion that after getting 5 to 10 years experience, it would be proper time for the Ganga Brahmaputra Water Transport Board to be made a statutory body. The Committee feel that this question might as well be examined at this stage. At the suggestion of the Committee the representative agreed to include this question in the terms of reference of the

Please see para 2 of the Report.

The recommendation has been accepted. This matter is now before I.W.T. Committee. It is proposed to take a final decision after the report of the Committee has been received.

[*Ministry of Transport and Communications (Department of Transport) Transport Wing O.M. No. 7-IWT (70)/57, dated the 28th April, 59*]

Inland Water Transport Committee which is being set up.

14 90 The Committee suggest that the feasibility of arriving at some such arrangements in India as those mentioned by the Indian delegation to the Soviet Railways and other European Railways in their report and as given in para 89 should also be examined so as to enable maximum use of the surplus capacity. River navigation in many places is bound to be seasonal and on those occasions, the traffic can be diverted from the Railways. Also, just like the Standard Vacuum Oil Company, other big firms and business establishments, may be called upon by Government to move their raw materials and finished goods over the Ganga region by river. On the Rhine and the Tennessee Rivers in Europe and the

The proposal of M/s. Standard Vacuum Oil Company to transport their oil by barges from Calcutta for distribution in the North India region was examined and it was found that the carriage of bulk oils by river could not be a paying proposition in view of the long haul by river *via* Sunderbans as compared with the short haul by rail (867 miles by river as compared with 273 miles by rail) and the necessity to keep river rates to the same level or below those of rail rates.

Further navigational conditions in the Ganga in the dry season preclude working at economical draughts which the peak of dry season do not exceed 4'-6". Navigation is further affected by groundings which seriously affect the turn round.

The Committee would like to emphasize that the Government should make plans for the rationalised use of the various modes of transport in the country.

U. S. A. respectively, bulk of non-perishable goods constitute most of the traffic. It will be certainly advantageous if the oil companies avail of the services of river transport and build terminals and bulk storage plants on the banks of the rivers at selected places, distributing the products by truck and rail according to requirements. Sugar-cane, coal fertilizers and raw materials also can be moved in bulk quantities *via* waterways, in certain regions.

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The Committee welcome the appointment of the Inland Water Transport Committee. They would suggest that the terms of reference of the Committee might be made more comprehensive by including subjects like the best form of the administration of the waterways, a direct river service between East and West Coast, creation of national waterways, and making the Ganga Brahmaputra Board a Statutory Board etc. The

The Mokameh bridge just completed opens out a direct rail route from Calcutta with telescopic rail rates to all stations in North Bihar area, which will cut completely across any suggested transport by water over long distances on the Ganges.

[*Ministry of Transport & Communications* —(*Department of Transport Transport Wing O. M. No. 7-IWT (66) 57, dated the 13th March, 1959*)]

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Please see para 2 of the Report.

The question of declaration of National Waterways has been included in the terms of reference of the Gokhale Committee. The terms of reference are now sufficiently comprehensive. A copy of the terms of reference is attached (Appendix I).

The question of making Ganga Brahmaputra Water Transport Board a Statutory Body is essentially an administrative matter and it has not, therefore, been considered necessary to refer it to the Inland Water Transport Committee.

Committee also suggest that an Advisory Committee be constituted to advise the Ministry of Transport on matters pertaining to river navigation.

An advisory Committee consisting of officials and non-officials has been set up to advise the Ministry of Transport on problems relating to road and inland water transport.

[*Ministry of Transport and Communications (Department of Transport) Transport Wing O. M. No. 7-IWT (121) 57, dated the 9th March, 1959*].

The Committee observe that some of the proposals made by the Central Water and Power Commission in their Master Plan for development of Inland Waterways are common to the suggestions made by Sir Arthur Cotton and further understand that the other suggestions of Sir Arthur Cotton will also be considered by the Central Water and Power Commission in due

The Inland Water Transport Committee have come to the conclusion that in present conditions, it will be more advantageous to undertake hydrographical surveys in respect of the undermentioned stretches of the more important rivers with a view to determining their navigability from their mouths upwards as far as possible :—

1. Ganga from Allahabad to Kanpur.

Please see para 3 of Report.

course. The Committee hope that detailed investigations on the five schemes recommended by the Central Water and Power Commission will be pursued with vigour.

2. Yamuna from Allānabad to where the Chambal joins the Yamuna.
3. Godavari upto the confluence of Pranhita and including Sabari.
4. Mahanadi from Curtaack to Dholpur.
5. Narmada from the sea to the south of Hoshangabad.
6. Tapti from sea to the south of Bhusawal.
7. Krishna.

They have recommended a provision of Rs. 2 lakhs during the current plan period for this purpose.

The Central Water and Power Commission have prepared detailed estimates in this regard. The Planning Commission have approved of the Project. The estimates are under scrutiny. The project will be undertaken shortly.

[*Ministry of Transport and Communications—(Department of Transport) Transport Wing O. M. No. 7-ITW (121) 57, dated the 9th March, 1959.*]

29 "The Committee suggest that the Ministry should carefully examine the position of the indigenous craft building firms in the country and come to some decision regarding the encouragement to be given to such companies with a view to ensure that all the crafts of modern design which will be needed with the development of inland water transport are produced in India. The Committee are of the opinion that given encouragement by the Government there will be no difficulty in developing the existing capacity for constructing such craft to any extent required. There are private firms in Bombay and Calcutta who do construct such craft."

The demand for IWT craft is mainly confined to North East Region. There is no lack of ship building capacity so far as the requirements of inland water transport are concerned. Shortage of iron and steel material, machinery and engines has, however, slowed the progress of work. The need is, therefore, to ensure that the existing firms with long experience are given suitable assistance. This is being done.

[*Ministry of Transport and Communications — Department of Transport (Transport Wing) O.M. No. 7-IWT (78)/57, dated the 6th March, 1959.*]

The Committee suggest that steps should be taken to utilise the existing capacity fully.

30 The Committee would suggest that the statistics regarding the traffic carried, number of crafts, tugs, barges, etc., plying

Inland Water Transport plays an important role at present on the Calcutta-Assam route. On this route, mechanised craft owned by

It is not clear whether any statistics are collected with respect to river transport. The Com-

which are of vital importance should be published regularly. The Transport Ministry should either bring out a journal at prescribed intervals giving the data in respect of those forms of transport which come within its purview, or publish these essential statistics for all the States in India in a consolidated manner along with their annual report.

organised companies operate. Particulars of essential statistics for this route will be collected and published.

In other parts of India, Inland Water Transport operates only on certain navigable stretches of rivers and canals. Mostly, the craft that operate are country craft. Country-craft traffic is essentially unorganised. It may not be possible in such cases to collect regular statistics of cargo carried. Some State Governments however collect statistics of traffic carried over canals. Efforts will be made to publish such statistics as are available.

As regards the publication by the Department of Transport of statistics relating to the various forms of transport within its purview, it may be stated that basic road statistics are at present already published by the Roads Wing of this Ministry annually. Road transport statistics are also included therein.

As regards shipping statistics, arrangements are being made through the Central Statistical Organisation for

mittee reiterate their views and also suggest that the State Governments may be requested to collect the statistics.

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compilation and publication of the same in stages. To begin with statistics of cargoes moving by sea Transport will be collected.

[*Ministry of Transport and Communications (Department of Transport) (Transport Wing) O.M. No. 7-IWT (70)/157, dated the 28th April, 1959.*]

CHAPTER V

RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF THE GOVERNMENT HAVE NOT BEEN RECEIVED

Summary of Conclusions/Recommendations

Serial No. Reference to Paragraph No.

6 38

The Committee feel that it is high time that the promise given by the late Shri N. Gopalswamy Ayyangar, the then Minister for Transport and Railways at Conference in 1949 that if river services were found to be better suited to meet the needs of particular areas, Government would be prepared to consider their development even in preference to Railways or to make the Railways co-ordinate their activities so as to enable the two to work in co-ordination, is implemented.

NEW DELHI-1 ;
The 17th December, 1959.
Aghan 26,1881 (Saka).

H. C. DASAPPA,
Chairman,
Estimates Committee.

APPENDIX I

Terms of reference of the Inland Water Transport Committee

1. To review the part played by Inland Water Transport in the Transport system of the country.
 2. To advise on measures for the increased utilisation of Inland Water Transport including movement of bulk commodities to ports for purposes, of export and movement of bulk commodities from the ports to the interior account being taken of what is already contemplated under the Second Five Year Plan for the development of Inland Water Transport, and to give an estimate of—
 - (a) the time needed for the execution of the schemes recommended, and,
 - (b) their cost.
 3. To examine the prospects of increasing and extending the river services, including a direct river service on the East Coast as well as from some point in the North to the South and to suggest steps to be taken to achieve effective co-ordination between the railways and inland waterways, including financial participation, appropriate allocation of traffic as between the two modes of transport and arrangements for through-booking.
 4. To consider the organisation of an efficient country boat service on a co-operative basis with an appreciable increase in the present number with a view to facilitating the carriage of more goods and the question of mechanising at least some of the boats. with particular reference to cost, time and other implications.
 5. To suggest whether any special organisation is necessary to execute the schemes and how they are to be financed.
 6. To make recommendations regarding important waterways to be declared as National Waterways as envisaged in the Constitution.
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APPENDIX II

Analysis of the action taken by Government on the recommendations contained in the Sixty-first Report of the Estimates Committee (First Lok Sabha)

1. Total number of recommendations	38
2. Recommendations accepted fully by Government (<i>Vide</i> recommendations in Chapter II)	
Number	8
Percentage to total	21%
3. Recommendations accepted partly or with modifications (<i>Vide</i> recommendations Nos. 1, 5, 9, 12, 13, 18, 19, 21, 22, 24, 26, 27, 28, 31(i), 31(iv), 31(v), 31(vi), 31(viii).	
Number	18
Percentage to total	47·4%
4. Recommendations not accepted by Government but replies in respect of which have been accepted by the Committee (<i>Vide</i> recommendations Nos. 3, 11, 20, 23)	
Number	4
Percentage to total	10·5%
5. Recommendations in respect of which replies of Government have not been accepted by the Committee (<i>Vide</i> recommendations in Chapter IV)	
Number	7
Percentage to total	18·5%
6. Recommendations in respect of which final replies of the Government have not been received (<i>Vide</i> recommendations in Chapter V)	
Number	1
Percentage to total	2·6%

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LIST OF AUTHORISED GENTS FOR THE SALE OF PARLIAMENTARY PUBLICATIONS OF THE LOK SABHA SECRETARIAT, NEW DELHI-1

Agency No.	Name and address of the Agent	Agency No.	Name and address of the Agent	Agency No.	Name and address of the Agent
1.	Jain Book Agency, Connaught Place, New Delhi.	26.	The International Book Service, Deccan Gymkhana, Poona-4.	50.	Chanderkant Chimn Lal Vora, Gandhi Road, Ahmedabad.
2.	Kitabistan, 17-A, Kamla Nehru Road, Allahabad.	27.	Bahri Brothers, 188, Lajpat Rai Market, Delhi-6.	51.	S. Krishnaswamy & Co., P. O. Teppakulam, Tiruchirappalli-1.
3.	British Book Depot, 84, Hazratganj, Lucknow.	28.	City Booksellers, Sohanganj Street, Delhi.	52.	Hyderabad Book Depot, Abid Road (Gun Foundry), Hyderabad.
4.	Imperial Book Depot, 268, Main Street, Poona Camp.	29.	The National Law House, Near Indore General Library, Indore.	53.	(R) M. Gulab Singh & Sons (P) Ltd., Press Area, Mathura Road, New Delhi.
5.	The Popular Book Depot (Regd.), Lamington Road, Bombay-7.	30.	Charles Lambert & Co., 101, Mahatma Gandhi Road, Opp. Clock Tower, Fort, Bombay.	54.	C. V. Venkitachala Iyer, Near Railway Station, Chalakudi.
6.	H. Venkataramiah & Sons, Vidyanidhi Book Depot, New Statue Circle, Mysore.	31.	A. H. Wheeler & Co. (P) Ltd., 15, Elgin Road, Allahabad.	55.	The Chidambaram Provision Stores, Chidambaram.
7.	International Book House, Main Road, Trivandrum.	32.	M. S. R. Murthy & Co., Visakhapatnam.	56.	K. M. Agarwal & Sons, Railway Book Stall, Udaipur (Rajasthan).
8.	The Presidency Book Supplies, 8-C, Pycroft's Road, Triplicane, Madras-5.	33.	The Loyal Book Depot, Chhipi Tank, Meerut.	57.	The Swadesmitran Ltd., Mount Road, Madras-2.
9.	Atma Ram & Sons, Kashmere Gate, Delhi-6.	34.	The Goods Companions, Baroda.	58.	The Imperial Publishing Co., 3, Faiz Bazar, Daryaganj, Delhi-6.
10.	Book Centre, Opp. Patna College, Patna.	35.	University Publishers, Railway Road, Jullundur City.	59.	Azeez General Agency, 47, Tilak Road, Tirupati.
11.	J. M. Jaina & Brothers, Mori Gate, Delhi-6.	36.	Students Stores, Raghunath Bazar, Jammu-Tawi.	60.	Current Book Stores, Maruti Lane, Raghunath Dadaji Street, Bombay-1.
12.	The Cuttack Law Times Office, Cuttack-2.	37.	Amar Kitab Ghar, Diagonal Road, Jamshedpur-1.	61.	A. P. Jambulingam, Trade Representative & Marketing Consultant, Prudential Bank Building, Rashtrapati Road, Secunderabad.
13.	The New Book Depot, Connaught Place, New Delhi.	38.	Allied Traders, Motia Park, Bhopal.	62.	K. J. Asservardam & Sons, Cloughpet, P.O. Ongole, Guntur Distt. (Andhra).
14.	The New Book Depot, 79, The Mall, Simla.	39.	E. M. Gopalkrishna Kone, (Shri Gopal Mahal), North Chitrai Street, Madura.	63.	The New Order Book Co., Elliss Bridge, Ahmedabad.
15.	The Central News Agency, 23/90, Connaught Circus, New Delhi.	40.	Friends Book House, M.U., Aligarh.	64.	The Triveni Publishers, Masulipatnam.
16.	Lok Milap, District Court Road, Bhavnagar.	41.	Modern Book House, 286, Jawahar Ganj, Jabalpur.	65.	Deccan Book Stall, Ferguson College Road, Poona-4.
17.	Reeves & Co., 29, Park Street, Calcutta-16.	42.	M. C. Sarkar & Sons (P) Ltd., 14, Bankim Chatterji Street, Calcutta-12.	66.	Jayana Book Depot, Chaparwala Kuan, Karol Bagh, New Delhi-5.
18.	The New Book Depot, Modi No. 3, Nagpur.	43.	People's Book House, B-2-829/1, Nizam Shahi Road, Hyderabad Dn.	67.	'Bookland', 663, Madar Gate, Ajmer (Rajasthan).
19.	The Kashmir Book Shop, Residency Road, Srinagar, Kashmir.	44.	W. Newman & Co., Ltd., 3, Old Court House Street, Calcutta.	68.	Oxford Book & Stationery Co., Scindia House, Connaught Place, New Delhi.
20.	The English Book Store, 7-L, Connaught Circus, New Delhi.	45.	Thacker Spink & Co. (1938) Private Ltd., 3, Esplanade East, Calcutta-1.	69.	Makkala Pustaka Press, Balamandira, Gandhinagar, Bangalore-9.
21.	Rama Krishna & Sons, 16-B, Connaught Place, New Delhi.	46.	Hindustan Diary Publishers, Market Street, Secunderabad.	70.	Gandhi Samriti Trust, Bhavnagar.
22.	International Book House Private Ltd., 9, Ash Lane, Bombay.	47.	Laxmi Narain Agarwal, Hospital Road, Agra.		
23.	Lakshmi Book Store, 42, M. M. Queensway, New Delhi.	48.	Law Book Co., Sardar Patel Marg, Allahabad.		
24.	The Kalpana Publishers, Trichinopoly-3.	49.	D. B. Taraporewala & Sons Co. Private Ltd., 210, Dr. Naoroji Road, Bombay-1.		
25.	S. K. Brothers, 15A/65, W.E.A., Karol Bagh, Delhi-5.				

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