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INFORMATIEKOPIE:

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dbi,-/ef

mp

wnd mp

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MINISTERIE VAN BUITENLANDSE ZAKEN

Kopie No. 19

AFDELING VERBINDINGEN

's-GRAVENHAGE, LANGE HOUTSTRAAT 28

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ONTVANGEN CODEBERICHT

DATUM VAN ONTVANGST:

24 april 1956

BESTEMD VOOR:

min. v. b.z.

Dir./Afd.:

Visle:

Ag. No:

Dossier:

DATUM VAN AFZENDING:

24 april 1956

AFKOMSTIG VAN: djakarta

PARAAF/OPM:

confi

mede voor economische zaken en financiën stp

moge aandacht vestigen op inhoud mijn teleks
van heden onder nr tweehonderd vierduizend negenenzestig
met betrekking tot interview secretaris generaal
ministerie van verbindingen stp

hagenaar honderd tachtig

m, t, s, dgpz, ap, z , dvb, Hbi, =/ef, ez, fin. hc . mp, wndmp.
djakarta 24 april 1956 =jdr =

celer, mede voor econzaken en financien.

antara 23 april maakte melding van navolgend interview quote

the secretary general of the communication ministry, mr. abdul muntalib danuningrat revealed to ''antara'' correspondent today that up to the present efforts to nationalize dutch owned railway companies have failed to produce any results. the failure was caused by the attitude of these dutch enterprises which have offered a very high price while the equipments such as engines, vans and rails are so old that they have actually been entirely used up.

in these circumstances muntalib danuningrat favours the idea of nationalization of these companies without any compensation. such can be accomplished together with the abrogation of the rtc agreement , he added.

he further disclosed that the government is making attempts to purchase 35 small engines from the united states at the cost of am.dollars 6.750.000. this sum will be paid with the credit obtained by indonesia from the exim bank. he added that the government has also purchased rails from krupp werke in west germany and from betlehem steel in the united states.

these rails have arrived already in indonesia and with their arrival it is hoped that the djakarta-tjirebon track may be improved. however, due to lack of money work on it could not yet be started.
quays in indonesia.

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with regard to the quays in indonesia, danuningrat disclosed that according to the rtc agreement, management of said quays will remain in the hands of dutch shipping enterprises till 1996.

in this connection danuningrat said that the tandjung priok and tandjung perak quays are respectively for 70 and 50 percent still being operated by dutch enterprises. as a result of this, ships that have been chartered by the government from abroad have to wait outside the harbour before they could enter the quays

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with the permit of those dutch enterprises.

speaking about the kpm ships used for interinsular communication and which up to the present were still flying the dutch flag without permission of the indonesian government, danuningrat declared that with the abrogation of the rtc agreement, these kpm vessels have to ask for permission from the indonesian government if they want to fly the dutch flag on their journey.

he confirmed that it is very difficult at present to engage shipping technicians and instructors from european countries, because these people were also needed in their respective countries. to overcome this difficulty indonesia may engage instructors from other countries for instance japan following normalization of relations between indonesia and japan.
on shipping business

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with respect to the shipping business, he said, that in the past many parties are involved in commercial affairs of government owned or private shipping companies. such according to danuningrat may affect the regulations on shipping affairs already drawn up by the ministry of communication.

in his opinion the navigation line in indonesia can be regulated as follows: ocean-shipping can be operated by anyone including foreign enterprises, inter-insular shipping should be operated by the government and coastal shipping by national enterprises. a concept on the difference between inter-insular and coastal shipping business has already been forwarded to the government.

he said that until the present indonesia still uses the navigation-act of the former netherlands-indies, adding that the government has already completed a navigation-bill which is now awaiting ratification by parliament.

on saving bank

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danuningrat admitted that in attempts to mobilize domestic capital, the position of the saving bank is becoming more important. the saving bank is now still attached to the

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ministry of communications while it is closely cooperating with the post, telephone and telegraph service in dealing with the savings.

but such a regulation is regarded less practical and plans are therefore being envisaged to have a more efficient organization for instance by linking the saving bank with the ministry of finance while savings can be conducted through the saving bank and through people's banks as well, danuningrat concluded.
unquote

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