

(b) The Air Transport Association of India did not agree to reduce air fares on the ground that the tourist fares on the North Atlantic Routes were substantially higher than the fares prevailing on domestic routes in India. The suggestion to Air India International was considered by the International Air Transport Association who agreed to introduce reduced fares on tourist services between Europe and the Far East in stages commencing from October 1953.

ROAD BRIDGE OVER RIVER KRISHNA

***392. Shri K. Subrahmanyam:** (a) Will the Minister of Transport be pleased to state whether any further progress has been made in the construction of a road-bridge over Krishna river at Vijayawada since the statement made by the Minister on the floor of this House during the last Session?

(b) When is the construction of the bridge expected to be completed?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The surveys have been completed according to plan and alternative designs are under consideration.

(b) It is too early to say when the project will be completed. Everything possible will, however, be done to expedite its completion.

MONTHLY CONCESSION RAILWAY PASSES

***394. Giani G. S. Musafir:** Will the Minister of Railways be pleased to state:

(a) the fare per mile for monthly concession passes for travellers on Delhi suburban shuttles;

(b) the fare per mile for such travellers, travelling on the trains running in the suburbs of Calcutta and Bombay, respectively; and

(c) if there are any variations in the fares referred to above, what are the reasons for such variations?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Fares for monthly season tickets in the Delhi area are calculated at 24 single journey fares—single journey fares per mile being 24 pies for first class, 14 pies for second class, 9 pies for inter class and 5 pies for third class.

(b) Charges for monthly suburban season tickets in the Calcutta, Bombay and Madras areas are calculated on

lower bases which vary according to the three areas in the light of local conditions.

(c) The charges are the same for all towns and cities with the exception of Bombay, Calcutta and Madras which are the largest and commercially the most important of our cities.

INTER-STATE ROAD DEVELOPMENT SCHEME

292. Shri Bheekha Bhai: Will the Minister of Transport be pleased to state:

(a) whether Government propose to connect the Scheduled Areas of Rajasthan and Madhya Bharat by roads under the Inter-State Road Development Scheme; and

(b) whether the Governments of Rajasthan and Madhya Bharat have submitted any proposal under Inter-State Road Development Scheme?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) There is no Inter-State Road Development Scheme as such. The responsibility for the development of roads in the Scheduled Areas of Rajasthan and Madhya Bharat rests with the State Governments.

(b) Does not arise.

LANDING GROUND FOR BIJAPUR

293. Shri R. G. Dubey: Will the Minister of Communications be pleased to state:

(a) whether Government are aware that Bijapur is a well-known historical place;

(b) whether Government are aware that many tourists from far off places and also from foreign countries visit this place; and

(c) whether Government propose to have a landing ground in the vicinity of Bijapur to facilitate tourist travel?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). Yes, Sir.

(c) There is an aerodrome at Sholapur which is about 65 miles from Bijapur and is connected to the latter both by road and rail. Having regard to the limited funds available for construction of aerodromes, it has not been possible to include Bijapur in the Five Year Plan for aerodrome development.

GANGANAGAR SUGAR FACTORY

294. Shri Karni Singhji: Will the Minister of Food and Agriculture be pleased to state: