

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes, a representation has been received regarding introduction of additional trains between Howrah/Sealdah and Muzaffarpur and Howrah and Gorakhpur, conversion of Samastipur-Darbhanga-Narkatiaganj section into BG and introduction of train between Howrah and Narkatiaganj.

(c) Introduction of additional trains between Howrah/Sealdah and Muzaffarpur/Gorakhpur is operationally not feasible due to paucity of coaching stock and inadequate terminal facilities at Howrah/Sealdah.

Conversion of Samastipur -Darbhanga section into BG has since been approved and would be taken up alongwith construction of Sakri-Hasanpur line. There is no proposal at present, to convert Darbhanga-Narkatiaganj section into BG.

Diversion of Cargo to Calcutta Port

761. SHRI AJIT BAG:

SHRI MUKUNDA MANDAL:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal under consideration of the Government to divert more cargo to Calcutta port;

(b) if so, whether the Government instructed the Public Sector Undertakings to divert their cargo to Calcutta Port; and

(c) if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) It is not the policy of the Government to control the Shippers' choice in the matter of Preference of port of import or export. This is more so because most of

the cargo is imported by private parties. Every ship has a right to call on any port of its choice.

(b) and (c). For planning the import and export of bulk commodities like fertilisers, fertiliser raw material, steel, edible oil, newsprint and cement etc. imported or exported on Government account, a Standing Inter-Ministerial Committee, called the "Standing Committee on Rationalised Distribution of Cargo" has been functioning in the Ministry of Shipping and Transport. Even the role of this Committee is not to impose allocation of cargo but to seek agreed solutions. However in the recent past, the importing Government agencies have been persuaded to bring more finished fertilisers, fertilisers raw materials, newsprint and cement, etc. to Calcutta Port.

Kharagpur Railway yards

763. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any complaints regarding the most unsatisfactory working conditions obtaining in the Railway yards at Kharagpur.

(b) if so, what are the nature of such complaints and whether the administration have enquired into the same;

(c) how many big and small derailments have taken place in the Railway yards at Kharagpur in the years 1979, 1980 and 1981;

(d) how many workers met with accidents in the yards at Kharagpur in the same period; and

(e) what remedial measures have been taken or being contemplated to be taken by the administration?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes. Certain com-

plaints were received from the staff regarding working conditions like presence of scattered permanent way material, uneven formation in yard, need for improved lighting etc. These complaints have been looked into.

(c) The particulars of accidents which have taken place in Kharagpur and Nimpura yards are as follows:—

	1979	1980	1981
Kharagpur	14	29	33
Nimpura	104	127	375

(d) The particulars of the workers having met with accidents are as under:—

	1979	1980	1981
Kharagpur	4	3	4
Nimpura	4	4	5

(e) During the last six months, action has been taken to clean the yard of the accumulated cinder and railway material. The yard lighting has also been improved.

Loss to D.T.C.

764. SHRI JITENDRA PRASAD:
SHRI D. M. PUTTE GOWDA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation is running into losses;

(b) if so, the loss likely to be suffered by the Corporation during the current financial year;

(c) the reasons for the losses; and

(d) the steps taken or proposed to be taken to prevent any more losses by plugging the loopholes?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESRI): (a) Yes, Sir.

(b) It is estimated that during the current financial year, the working loss (cash loss) that D.T.C. might incur would be of the order of Rs. 20 crores.

(c) The main reasons for the losses has been that the fare structure of D.T.C. has been most uneconomical while the operating costs of D.T.C. have been increasing perennially, the fare structure has remained almost static. The Corporation is not able to recover even the bare working cost of about Rs. 3 per km. is only (January '82) whereas the Revenue Income per Km. is only Rs. 2.00.

(d) Proposals for revision of fares to meet the working expenditure are under the Government's consideration. In addition to reduce/eliminate losses in future Government is considering the proposals for writing off of accumulated losses, and restructuring the capital base of the D.T.C.

Conversion of Delhi-Ahmedabad Line

765. SHRI ASHOK GEHLOT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have considered proposal for undertaking the work of conversion of Delhi-Jaipur-Ahmedabad metre gauge line into a broad gauge line;

(b) if so, when this work is to be started; and

(c) the time to be taken in its completion and the number of phases in which this work will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The project has not yet been cleared by the Planning Commission for want of resources.

(c) Does not arise, in view of the reply given against part (b) above.