

out-shedding position by Depot Manager during morning and evening hours, effective monitoring to correct imbalance and ensuring provision of spares to remove shortage, if any.

A proposal for introduction of Luxury buses in Delhi is being implemented by Delhi Administration on experimental basis.

Rice + 93
Construction of Bridge on River Muniyeru in Krishna District, Andhra Pradesh

36. SHRI SOBHANA DREESWARA RAO VADDE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether one of the spans of the bridge on river Muniyeru at Kusara in Krishna District Andhra Pradesh collapsed some years back causing serious inconvenience and additional expenditure for truck operators on National Highway No. 9;

(b) the latest estimated cost of the new bridge being constructed by the U.P. Bridge Construction Corporation; and

(c) the date by which construction of the bridge is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) Rs. 499.14 lakhs.

(c) Bridge including its approaches is likely to be completed by August, 1992.

Foreign Exchange Reserves

37. SHRI SOBHANA DREESWARA RAO VADDE: Will the Minister of FINANCE be pleased to state:

(a) the latest position regarding the foreign exchange reserves; and

(b) the steps proposed to be taken by the Government to improve the position?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI RAMESHWAR THAKUR):

(a) Foreign Exchange Reserves (excluding gold and SDR) as on 5th July, 1991 were Rs. 2651 crores.

(b) To improve the reserves level position the Government proposes to:

(i) Continue, in the short run, the import compression measures, accelerate the utilisation of already committed external aid and explore additional financing facilities including the use of IMF facilities.

(ii) In the medium term, it is proposed to reduce the trade gap through more vigorous export promotion measures, augmentation of net invisible receipts through increased receipts from services including tourism receipts, and increased capital flows consistent with financial prudence and their productive use. Measures to attract foreign direct investment as well as encouragement for larger capital inflows from non-resident Indians are also proposed to be taken consistent with our overall economic policies.

Withdrawal of Crop Loans to Farmers

38. SHRI SOBHANA DREESWARA RAO VADDE: Will the Minister of FINANCE be pleased to state:

(a) whether the Reserve Bank of India has issued any directions to the nationalised banks not to give crop loans to the farmers upto September, 1991;

(b) if so, the reasons therefor;

(c) its likely effect on agricultural production in the current kharif season; and

(d) the steps Government propose to take to meet the situation?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI DALBIR SINGH): (a) Reserve

Bank of India and National Bank for Agriculture and Rural Development have reported that they have not issued any direction to banks including Regional Rural Banks and Cooperatives not to give crop loans to the farmers upto September, 1991. On the contrary, they have issued instructions to provide credit support to farmers for carrying out their agricultural operations.

(b) to (d) In view of (a) above, questions do not arise. *95 - 1*

Wk **Fare Structure of DTC**

39. **SHRI M. V. CHANDRA-SHEKARA MURTHY:**
SHRI V. SREENIVASA PRASAD:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government propose to revise the fare structure of the Delhi Transport Corporation (DTC) services in the capital;

(b) if so, the justification thereof;

(c) the amount of losses incurred by the DTC during the past three years and the reasons therefor; and

(d) the measures proposed by the Government to improve the working of the DTC to make it profitable?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Government have not taken any decision to revise the fare structure of the Delhi Transport Corporation.

(c) The net loss incurred by DTC during the last three years is indicated below:—

Year	Net loss (including depreciation and interest) (Rs. in lakhs)
1988-89	9899.32
1989-90	11984.56
1990-91	19748.35
(Provisional)	

The reasons for the losses are—

- (1) Uneconomic fare structure of DTC.
- (2) Rising costs of labour and material inputs.
- (3) Concessions given to students and weaker sections of the society through concessional passes.
- (4) Heavy interest burden on the loans advanced etc.

(d) Government are continually monitoring the performance of DTC with a view to increase its productivity and to reduce the cost of operations. enforce economy measures, prevent leakages with a view to increase revenue collection and reduce working losses. Rationalisation of routes is another measure which is undertaken by DTC for improving its performance. *96 - 9*

SBI's Schemes for Farmers in Maharashtra

40. **SHRI PRAKASH V. PATIL:** Will the Minister of FINANCE be pleased to state:

(a) whether the State Bank of India has launched any schemes for the benefit of farmers in Maharashtra during the last three years;

(b) if so, the details thereof; and

(c) the benefits given to the farmers during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI DALBIR SINGH): (a) to (c) The farmers all over the country, including Maharashtra, are provided loans by State Bank of India and other Public Sector Banks for the agricultural and allied activities undertaken by them on their own or through any scheme framed by Government in this regard. The financing of such activities by the credit institutions is a part of their normal lending operations on a continued basis.

A number of steps have been taken with a view to increase flow of credit