

passenger trains had to be cancelled from time to time due to temporary shortage of coal and other operational reasons.

(b) The number of passenger trains cancelled on Palghat division during the period November, 1979 to October, 1980 for shortage of coal and other reasons varied from day to day, the maximum number being 29 on one day. 18 trains stood cancelled as on 29-11-1980.

(c) Stocks have since been built up on the Southern Railway. The railway is having about 4 days' stock as on 30-11-1980.

**Sub-standard spares purchased by D.T.C.**

\*259. SHRI R. Y. GHORPADE: Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

(a) the total amount of spares purchased for DTC during the year 1977-78, 1978-79 and 1979-80 and what is the amount spent on defective and sub-standard spares for each of those years;

(b) how many DTC buses broke down and how many were taken off the roads during these three years and what amount of revenue was lost by DTC due to defective spares; and

(c) whether any enquiry has been conducted to find out the quality of spares and to take preventive steps and if so, the nature thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The total amount of spares purchased for the DTC during the past three years was as per the details given below:—

1977-78	Rs. 354.72 lakhs
1978-79	Rs. 330.73 lakhs
1979-80	Rs. 381.45 lakhs

Based on the performance of such materials, the estimated cost of material which failed prematurely is given below:—

1977-78	Rs. 3.11 lakhs
1978-79	Rs. 3.65 lakhs
1979-80	Rs. 5.65 lakhs

(b) No separate records have been maintained in the DTC to show the number of breakdowns as well as the number of buses taken off the roads during these three years on account of use of sub-standard materials. Consequently, it is

not possible to assess the revenue lost by the DTC on this account.

(c) Departmental Inspection Study of the failure of buses revealed that in some cases there were premature failures of components because of low quality. These components were oil seals, bearings, fan felts, clutch plates and clutch components etc. To have a check on the quality of material, a system of getting random samples checked in a laboratory from the supplies received from the manufacturers/suppliers has been introduced. In case, these samples are not found, as per the specifications laid down by the chassis manufacturers/Association of State Road Transport Undertakings, further purchases of such materials are stopped. Initial inspection of the material has also been made more rigid to avoid any chance of acceptance of low quality materials. Emphasis is also being given to purchase the material of reputed make from the reliable sources only.

**Second General Cargo Berth at Paradip Port**

260. SHRI LAKSHMAN MALLICK:  
SHRI K. PRADHANI :

Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 391 on 13th March, 1980 regarding Second General Cargo Berth at Paradip and state:

(a) whether it is a fact that the construction of the second general cargo berth at Paradip Port has been postponed due to shortage of certain construction materials;

(b) if so, the materials which are not available, and the steps taken by Government to procure the required materials; and

(c) whether the target date of completion by 1982 and cost of construction will further be postponed due to this delay in construction?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). No, Sir. The work is in progress. However, there is a slight set-back in the progress of construction work due to shortage in steel and quality cement. Every effort is being made to procure above construction materials.

(c) No, Sir.