

(b) and (c) Do not arise.

**Reconstruction of the Jawahar Lal
Nehru Port Trust Board**

2249. SHRI YASHWANT
SINHA : Will the Minister of
SURFACE TRANSPORT be pleased
to state :

(a) when the first Board of the
Jawaharlal Nehru Port Trust, formerly
have Nhava Sheva Port Trust, was
constituted ;

(b) at what intervals it is required
to be reconstituted under the provisions
of the Major Port Trusts Act, 1963 ;

(c) what sections of people are
to be represented on the Board and
in what manner ;

(d) what were the reasons for
which the Board has not been re-
constituted as required under the
law ; and

(e) by when the next Board is
likely to be constituted ?

THE MINISTER OF STATE OF
THE MINISTRY OF SURFACE
TRANSPORT (SHRI JAGDISH
TYTLER) : (a) The first Board of
Jawaharlal Nehru Port Trust was
constituted on 31.5.1982

(b) There is no time limit for the
first Board to be reconstituted.

(c) In the reconstituted Board,
besides Chairman & Deputy Chair-
man, Representatives/Elected Repre-
sentatives may be appointed by
the Government by Notification in
official Gazette from amongst the
following Sections :—

- (i) Labour employed in the Port.
- (ii) The Mercantile Marine.
- (iii) Customs Department
- (iv) Concerned State Govern-
ments.
- (v) Defence Services.
- (vi) Indian Railways.
- (vii) Shipowners.
- (viii) Owners of sailing vessels.
- (ix) Shippers.
- (x) Such other interests as in the
opinion of the Central Government
ought to be represented in the Board.

The maximum number of such
trustees can be 19 in case of Bombay,

Calcutta and Madras and 17 in case
of other Port Trusts.

(d) and (e) Does not arise since,
the Major Port Trusts Act, 1963
does not impose any time limit for
the first Board.

**Criterion for accrual of funds under
Central Road Fund**

2250. SHRI SOM PAL :
DR. NAUNihal SINGH :

Will the Minister of SURFACE
TRANSPORT be pleased to state :

(a) whether there is any uniform
criterion for accrual of funds to
various States under the Central
Road Fund ;

(b) if so, what are the details
thereof ;

(c) what is the share fixed for
various States under this formula ;

(d) what had been the actual
accruals under this scheme to different
States during the last three years ;

(e) whether there are any arrears
under this head ;

(f) if so, what are the details
thereof and the reasons therefor ;
and

(g) by when these arrears are
proposed to be cleared ?

THE MINISTER OF STATE
OF THE MINISTRY OF SUR-
FACE TRANSPORT (SHRI
JAGDISH TYTLER) : (a) to (c)
Yes, Sir. The Central Road Fund
derives its revenue out of the levy on
consumption of petrol in different
States at the rate of 3.5 paise per
litre as per Old Resolution.
Since the consumption of petrol
varies from State to State,
the accruals for the various States
under Central Road Fund also vary
accordingly.

(d) to (g) The Parliament had
adopted a Revised Resolution about
augmentation of the Central Road

Fund in 13-5-1988. However, actual accruals on this basis have not taken place so far. Statewise accruals under Central Road Fund during last three years as per the Old Resolution are indicated in the statement attached.

Statement

Accrual of funds under Central Road Fund

(Rs. in lacs)

S.No.	Name of State	Accruals for the last three years (89-90, 90-91 and 91-92)
1	Andhra Pradesh	307.79
2	Arunachal Pradesh	10.07
3	Assam	83.83
4	Bihar	198.94
5	Goa	31.17
6	Gujarat	399.76
7	Haryana	149.12
8	Himachal Pradesh	27.82
9	Jammu & Kashmir	41.59
10	Karnataka	313.01
11	Kerala	213.26
12	Madhya Pradesh	235.53
13	Maharashtra	836.80
14	Manipur	15.82
15	Meghalaya	20.13
16	Mizoram	9.20
17	Nagaland	18.19
18	Orissa	76.71
19	Punjab	306.70
20	Rajasthan	181.78
21	Sikkim	4.32

1	2	3
22	Tamil Nadu	339.39
23	Tripura	10.07
24	Uttar Pradesh	478.92
25	West Bengal	215.20
26	A & N Island	2.88
27	Chandigarh	36.92
28	Dadra & Nagar Haveli	2.88
29	Daman & Diu	1.44
30	Delhi	488.04
31	Lakshadweep	—
32	Pondicherry	12.94

दिल्ली परिवहन निगम का पुनरुद्धार

2251. श्री शान्ति त्यागी :

श्री प्रमोद महाजन :

श्री बीरेन जे. शाह :

क्या जल भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार दिल्ली परिवहन निगम को एक प्राइवेट लिमिटेड कंपनी में बदलने और साथ ही इसकी भारी प्रशासनिक आधारभूत संरचना को कम करने का विचार रखती है ;

(ख) क्या सरकार दिल्ली परिवहन निगम को हो रहे सतत वित्तीय घाटों को ध्यान में रखते हुए उसका पुनरुद्धार करने का विचार रखती है ;

(ग) यदि हां, तो उसका न्यौरा क्या है, और पिछले तीन वर्षों के दौरान दिल्ली परिवहन निगम द्वारा वर्षवार कितना घाटा उठाया गया और उसके क्या कारण हैं ;