

the talks with the LTTE was taken by the Sri Lanka Government. Government of India favour the efforts to bring the LTTE into the political mainstream as suggested within the framework of the Indo-Sri Lanka Agreement. Government are keeping under review the progress of these talks.

US and Chinese advice for normalisation of Indo-Nepal Relations

1988. KUMARI SUSHILA TIRIA : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the USA and China had asked India to resolve its differences with Nepal regarding trade etc.; and

(b) if so, what are the details thereof

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b) Both countries have made official press statements expressing the hope that any differences between Nepal and India would be solved by them through mutual discussions.

1989. Transferred to the 5th May, 1989]

Nepalese accusation against India

1990. SHRI MAHENDRA PRASAD:

SHRI MURLIDHAR CHANDRAKANT BHANDARE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn towards the report which appeared in the Hindustan Times of April 7, 1989, captioned "Nepalese economy is heading for crisis"; and

(b) if so, what are the facts relating to the reported Nepalese

accusation that India had unilaterally terminated the Treaties of Trade and Transit with Nepal; and what is Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) Yes, Sir.

(b) Government do not accept this Nepalese perception, or any such accusations. After the initialling of the new Trade Treaty in October, 1988, His Majesty's Government of Nepal had five months for fulfilling certain commitments which were made by them, and which were pre-requisites for the signing of the Treaty. Despite repeated reminders from the Government of India they failed to fulfil these commitments. India and Nepal have a long open border of about 1700 Kms. In such cases, therefore, trade and transit become indissolubly linked issues. Now that both the Transit Treaty, and the extended Trade Treaty, have lapsed simultaneously on March 23, 1989, Government are desirous of having for the future, one single unified Treaty on Trade and Transit with Nepal.

Change of timings of G.T. Express

1991. SHRI S. VIDUTHALAI VIRUMBI :

SHRI PASUMPON THA KIRUTTINAN, :

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to change the arrival time of GT Express in Delhi to 11.00 AM from May, 1989;

(b) if so, whether this will disturb the schedule of office-goers and M.Ps, travelling by this train;

(c) whether Government propose to have rethinking on this proposal and change it to the original schedule; and

(d) whether Government had taken the opinion from all categories of commuters and if not, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir. The arrival time of the train at New Delhi station is now 10.55 Hours.

(b) to (d) The earlier schedule was frequently affecting punctual arrival of the train. However, Tamil Nadu Express arrives New Delhi at 5.50 Hrs.

Losses by DTC

1992. SHRI PASUMPON THA KIRUTTINAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Delhi Transport Corporation is running at a huge loss;

(b) if so, the remedial measures taken to subside this loss;

(c) whether it is a fact that the concessional fare for students in Delhi is the lowest of those prevailing in the country;

(d) if so, whether any measures have been taken to increase this fare;

(e) whether there is any proposal to revise the fare structure in Delhi; and

(f) if so, what are the details thereof and by when it is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH

PILOT): (a) and (b) DTC has been incurring losses mainly due to unremunerative fare structure and rising cost of labour and other inputs. Steps are taken on continuing basis to increase productivity and reduce per unit cost by adopting economy measures, strict maintenance schedule inventory control and route rationalization.

(c) Variations in the fare structures, the average leads of passenger travel in different places renders comparison inadequate in respect of impact of concessional ity in fares afforded to students by different transport undertakings in the country.

(d) to (f) Rationalization and revision of fare structure is one of the measures proposed by DTC.

Direct flight from Coimbatore to Delhi

1993. SHRI S. VIDUTHALAI VIRUMBI :

SHRI PASUMPON THA KIRUTTINAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that there is a heavy rush of passengers for the flight from Coimbatore to Delhi;

(b) whether Government are considering a proposal to link Coimbatore directly with the country's Capital either via Hyderabad or Madras:

(c) if so, whether it would be a daily service or biweekly service; and

(d) by when the service is likely to be introduced?