

(c) High fuel prices affect international airways operations and to some extent passenger arrivals to India. A decision has been taken to provide bulk discount on ATF prices to international airways as per details given below:

Annual volume of uplift in India exceeding	Bulk discount of fuel price	
50,000 KL	2% on entire quantity	
75,000 KL	3%	Do.
100,000 KL	5%	Do.
125,000 KL	10%	Do.
150,000 KL	15%	Do.
175,000 KL	20%	Do.
200,000 KL	25%	Do.
225,000 KL	30%	Do.

These discounts are available for all international airways and is effective from 5th September, 1988.

Progress of Ahmedabad-Baroda Express Highway

52. SHRI RAMSINH RATHWA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether construction of Ahmedabad-Baroda Express Highway is going on as per the schedule, if so, when it is likely to be completed;

(b) what was the original estimated cost of this project;

(c) whether there is any escalation in the cost of project, if so, what are the details thereof;

(d) whether there is any aid, loan or capital investment from World Bank, IMF or any other international or domestic agency, if so, what are the details thereof; and

(d) whether there is any proposal for extending this Highway upto Talsali or

any other place, if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The construction of Ahmedabad-Vadodara Expressway is at present behind schedule. However, efforts are being made to make up the slippages and to complete the work by February, 1992.

(b) and (c) The original sanctioned cost of the project is Rs. 128.4 crores and on the basis of tenders accepted for the various sections the cost works out to about Rs. 153.00 crores.

(d) Loan assistance from World Bank is available for the project. They would provide 46 per cent of cost of Civil works excluding Land Acquisition.

(e) There is no proposal at present to extend the expressway beyond Vadodara.

Increase in cargo traffic

53. SHRI RAMSINH RATHWA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to answer to Starred Question 424 given in the Rajya Sabha on 31st August, 1988 and state:

(a) what is the percentage increase in cargo traffic during the last three years in (i) Indian Airlines and (ii) Air India;

(b) what is the estimated increase in traffics in respect of above mentioned two airlines during the next three years; and

(c) what steps are being taken by Government to meet the increase demands in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL):

(a) and (b) The percentage increase in cargo traffic of Indian Airlines and Air India during the last three years and the

projected increase for the next three years is given below :—

	Indian Airlines	Air India
1985-86	0.3	15.0
1986-87	4.6	22.9
1987-88	9.0	13.7
1988-89	10.0*	0.6*
1989-90	10.0*	1.4*
1990-91	10.0*	0.9*

*These figures are estimated figures.

(c) Indian Airlines would induct 19 Airbus A-320 aircraft during 1989-90 which would help achieve the targeted percentage increase of 10 per cent. Air India, apart from its own aircraft capacity used for cargo carriage, hires chartered capacity from outside to meet the increased demands during the peak seasons. Air India has also introduced faster non-stop flights for cargo transport.

Government has decided to permit foreign carriers willing to uplift cargo from India during the peak seasons from January to July for the next two years and has already issued circulars in this regard.

Effect of change in stages on the DTC Bus fares

54. SHRI RAJNI RANJAN SAHU : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government's attention has been drawn to the news item which appeared in the Hindustan Times dated the 23rd September, 1988 under the caption 'D.T.C. creates confusion over fares';

(b) whether change of stages on routes in D.T.C. has resulted in increase in fares for commuters;

(c) if so, what are the reasons therefor; and

(d) what steps are being taken by Government to provide relief to commuters?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Yes, Sir.

(b) and (c) Some adjustments in fare-stages on certain routes were made on the basis of suggestions received from travelling public as well as the members of the Traffic Supervisory Staff of D.T.C. In majority of the cases, the fare has actually been reduced.

(d) Does not arise.

Non-operation of private buses under D.T.C. on Sundays

55. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that private buses operating on D.T.C. routes stop plying after seven p.m. on Sundays, thereby causing acute hardship to the commuters;

(b) if so, what action is being taken to improve the situation; and

(c) if the answer to part (a) above be in negative, the number of trips made by private buses on D.T.C. route nos. 334, 470, 490 and 630, starting from Jantar Mantar, New Delhi on Sundays after seven p.m. during last eight months?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Instances of this nature have been brought to the notice of the D.T.C. On receipt of specific complaints/reports, the owners of such buses are summoned and instructions given to ensure operations of Scheduled trips. Besides this, cash penalties are also imposed on the defaulters. Whenever the operator sends prior intimation about his absence, DTC makes alternate arrangements with its own buses.

(c) Does not arise.