

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) During the year 2006-07, Tuticorin Port received 2.38 lakh tonnes of wheat from Australia. During the same period Cochin Port received 1.1 lakh tonnes of wheat from Australia. It is stated that Tuticorin Port is nearer from Australia compared to Cochin Port.

(c) The main reasons for static cargo growth at Cochin Port is its limited hinterland, which is also shared by the Major Ports of Tuticorin and New Mangalore. The southern region of Kerala forms part of the hinterland of Tuticorin whereas the Northern region is closer to New Mangalore. Moreover, the hinterland is neither industrially developed nor mineral rich to generate bulk imports of exports influencing cargo growth.

Construction of bypass

†4690. SHRI VEER PAL SINGH YADAV: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government have any plan to construct bypass in cities coming on the way between Ghaziabad and Lucknow like Hapur, Moradabad, Bareilly, Shahjahanpur and Sitapur;

(b) if so, the number of cities, out of them, in which bypasses have been constructed, if not, the names of the cities, and out of them, in which bypasses could not be constructed alongwith the reasons therefor; and

(c) by when the said work would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Construction of bypasses at Hapur, Moradabad, Shahjahanpur and Sitapur on National Highway-24 between Ghaziabad and Lucknow has already been completed. Bareilly bypass is proposed to be constructed as part of 4 laning of Moradabad-Sitapur section under NHDP Phase-III B, on Build-Operate-Transfer (BOT) basis, Detailed Project Report (DPR) preparation for which has been taken up.

(c) It is too early to indicate the completion date of Bareilly bypass at this stage.

†Original notice of the question was received in Hindi.