

(b) A survey carried out in March, 1982 showed that the services were adequate to meet the requirement of travelling public.

(c) Yes, Sir. Occasionally the buses were late to pick the trips due to congestion in city areas and for other operational reasons. Efforts are being made for punctual operation of the services to the maximum possible extent.

(d) Yes, Sir. Two representations were received for providing direct services between Lampur Border and Central Secretariat. It is not feasible for the DTC to connect each and every point in the union territory by direct services. However, at Adarsh Nagar, which is linked with Lampur Border by the services of route No. 131 convenient change-over facilities are available for going to Central Sectt. For those working in Central Sectt. complex, a special trip at 7.50 A.M. has been provided from Narela for Central Secretariat.

Construction of a Mosque in Mangalore Port

2960. SHRI B. IBRAHIM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any proposal has been received by the Central Government from the New Mangalore Port Trust for the allotment of a site for the construction of Mosque; and

(b) if so, what are the details thereof and the action taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes.

(b) The New Mangalore Port Trust has proposed to lease out 0.5 acre of land to the Muslim Employees of the Port, on a long term lease for 30 years for construction of a Mosque at a concessional ground rent of Rs. 1/- per annum. The proposal is under consideration of the Technical Advisory Committee of the Port.

Carrying of Coal by Ships

2961. SHRI R. MOHANARANGAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the seven collieries (ships allotted to carry coal) allotted by the Cement Linkage Committee have not so far been loaded and those on behalf of Tamil Nadu Electricity Board are grossly behind schedule;

(b) if so, the reasons for the same; and

(c) whether this expensive waiting period has compelled Tamil Nadu Electricity Board to get coal from Australia which would be cheaper in the long run?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b) The Director General, Shipping, who is responsible for coordinating the movement of coal through Haldia by railcum-sea route had planned for the shipment of 1,04,000 MTs of coal on account of Tamil Nadu Electricity Board to be shipped in five vessels and 62,000 MTs of coal in five vessels for the cement factories, for the month of July, 1982. As against this, 97,893 MTs of coal was shipped in five vessels on account of TNEB and 26,209 MTs in 3 vessels for the cement factories. The slight short-fall in respect of coal for the cement factories was due to the bunched arrival of coal rakes, shortage of locomotives, receipt of large size coal and stones alongwith slack coal; rivetted and sick wagons and shortage of pilots. Suitable steps are being taken to overcome these difficulties.

(c) As far as the Ministry of Shipping and Transport is aware, Tamil Nadu Electricity Board is not getting any coal from Australia at present.

Development of Paradip Port

2962. SHRI GAYA CHAND BHUYAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration for the development of Paradip Port in Orissa during the current Financial year if so the details thereof; and

(b) what is the amount of loss suffered by Paradip Port from the year 1977 till date, year-wise ; and what measures are being taken by Government to make up the loss?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) A provision of Rs. 954.00 lakhs has been included in the Annual Plan 1982-83 for development works at Paradip Port. Of this Rs. 433.00 lakhs is meant for continuing schemes and the balance outlay of Rs. 521.00 lakhs for the new schemes. Important development schemes under execution are: Construction of 2nd general cargo berth, improvement and modification to iron ore plant, 3rd general cargo berth, fertilizer berth and replacement of bucket wheel reclaimer.

(b) The year-wise net deficit of Paradip Port from 1977-78 onwards is indicated below:

(Rs. in lakhs)

Year	Net deficit
1977-78	243.63
1978-79	360.04
1979-80	363.71
1980-81	618.01
1981-82 (R.E.)	669.58

To improve the Port's financial position, efforts are being made to attract more general cargo traffic. For that purpose, two general cargo berths and a fertilizer berth have been sanctioned and are under construction. Besides, commissioning of the wagon tippler and modifications to the iron ore handling plant to increase its loading capacity are in progress.

Fare structure of State Transport system in Delhi

* 2963. SHRIMATI KANAK MUKHERJEE: Will the Minister of SHIP-

PING AND TRANSPORT be pleased to state the fare structure of State Transport system in Delhi as in December, 1974, 1977, 1979, 1980, 1981 and June, 1982?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESRI): The DTC fare structure for city services as was in force in December, 1974, 1977, 1979, 1980, 1981 and June, 1982 has been as under:—

1. Fare structure as on December, 1974:

Distance (in Kms.)	Fare in Paise
Up to 2.5	10
" 4	15
" 6	20
" 10	25
" 14	30
" 18	35
" 22	40
" 26	45
" 30	50
" 34	55
" 36 and above	60

Children to be charged half the adult fare rounded to the nearest multiple of 5 paise.

2. Fare structure as on Dec., 1977 (w.e.f. 22-10-1975)

Distance (in Kms.)	Fare (in Paise)
Up to 16 Kms. in exceptional cases also on routes where route length is more than 16 Kms. but less than 20 Kms.	30
Over 16 Kms.	60

Children to be charged half the adult fare.