

## RAJYA SABHA

Friday, the 4th December, 1981/  
13th Agrahayana, 1903 (Saka)

The House met at eleven of the Clock Mr. Chairman in the Chair.

### ORAL ANSWERS TO QUESTIONS

Proposal to improve minor Port of Masulipatnam (Machilipatnam)

\*181. SHRI M. R. APPAROW: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Central Government have received any proposals from the Government of Andhra Pradesh to improve the minor port of Masulipatnam; and

(b) if so, what are the details in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). As per the decision of the National Development Council, development of intermediate and minor ports is the responsibility of the respective State Government and funds for this purpose are provided in the State Sector Plans.

A sum of Rs. 86.00 lakhs has been earmarked for the development of Machilipatnam Port in the State Plan for the Sixth Plan period. During 1981-82, an amount of Rs. 12.00 lakhs was allotted for the development of Machilipatnam Port mainly on slope protection works and construction of Godown Dock Complex. For the year 1982-83, an amount of Rs. 22.50 lakhs has been proposed in the Annual Plan submitted to the Planning Commission by the Government of Andhra Pradesh for Machilipatnam

SHRI M. R. APPAROW: Sir, may I know when it will be completed and what are the goods for import and export expected?

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SHRI VEERENDRA PATIL: Sir, I do not have that information but I know that the traffic at this port is very little. Last year—during 1979-80—the traffic was only 14,000 tonnes. I do not know what goods are being handled at this port. But during 1980-81 the target is 1 lakh tonnes. I do not think they are in a position to reach this target.

MR. CHAIRMAN: Any other Member?

I think there is no interest in this. Question No. 182.

SHRI M. R. KRISHNA: Sir, I want to know....

MR. CHAIRMAN: I thought you were interested only in sports.

SHRI M. R. KRISHNA: Also in ports, Sir.

MR. CHAIRMAN: Are you also interested in port?

SHRI M. R. KRISHNA: Yes, Sir; and also in shipping.

Sir, there are many ancient ports in Andhra Pradesh which are yet to be developed, and most of the import-export business from Andhra Pradesh is being diverted to other States because there are not enough port facilities. There is a master plan to develop Vizag Port and the State Government has already approached the Government of India for assistance to the extent of Rs. 200 crores. May I know whether the Government of India is trying to make this money available to the Government of Andhra Pradesh to meet their requirements.

SHRI VEERENDRA PATIL: Sir, the question is relating to Machilipatnam, which is a minor port. So far as Vizag Port is concerned, it is a major port. Development of the Vizag Port is the responsibility of the Central Government. If the hon. Member wants to know anything about Vizag, let him put a separate question and I will furnish information.

MR. CHAIRMAN: From Machilipatnam to Visakhapatnam.

SHRI M. R. KRISHNA: Sir, there are only these two ports in Andhra Pradesh; one a minor one and the other a major one. You do not allow the minor port to be developed and you do not give money for the development of the major port.

MR. CHAIRMAN: Ask a separate question about the other major port.

Question No. 182.

### Buses in D.T.C. fleet

\*182. SHRI F. M. KHAN:

SHRI SYED AHMAD  
HASHMI:†

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the number of buses in the Delhi Transport Corporation fleet at present;

(b) what is the number of buses on the roads;

(c) what is the number of private buses out of them; and

(d) what steps Government have taken to cope with the commuter rush in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):  
(a) 3466, as on 30-11-1981.

(b) 2709 of DTC's own and 309 of private operators under kilometrage scheme, as on 30.11.1981. Similar information in regard to buses under AOCC Scheme is not maintained by DTC.

(c) 348 buses under KM Scheme and 122 under AOCC Scheme.

(d) In order to meet the growing traffic demand, the following steps have

†The question was actually asked on the floor of the House by Shri Syed Ahmad Hashmi.

been taken for the augmentation of bus fleet:—

(i) 610 new buses have been added to the DTC fleet in the year 1980-81. Another 291 buses will be added to the DTC fleet before the end of the current financial year. 20 double deck buses will also be added to the fleet by 31st December, 1981.

(ii) A Study Group has been set up by the Planning Commission to assess the requirements of buses for the DTC taking into account both the road capacity of Delhi and the demand of commuters and to consider allocation of required funds in addition to the 6th Five-Year Plan allocation.

(iii) Applications have been invited recently from private operators for engagement of their buses under the Kilometre Scheme of the Corporation.

श्री सैयद अहमद हाशमी : आनरेबिल मिनिस्टर ने इस मामले पर इतनी धीमी आवाज में रोशनी डाली है कि हम हीं ने नहीं हमारे बहुत से साथियों ने नहीं सुना होगा । लेकिन जो कुछ हम सुन सके उससे यह अन्दाजा होता है कि खुद भी वह शायद डी० टी० सी० के बसों के इन्तजाम से मुतमईन नहीं हैं । इसी बैकग्राउन्ड में मैं आनरेबिल मिनिस्टर साहब से पूछना चाहता हूँ कि दिल्ली की जो आबादी है उस आबादी के एतबार से जो एवरेज बसों में चढ़ने वालों का है उसको देखते हुए क्या वह महसूस करते हैं कि उस एवरेज के मुताबिक जो बसें रन कर रही हैं वह काफी हैं, या कम पड़ती हैं; और कम पड़ती हैं तो उसके लिए क्या इन्तजाम है ?