

(a) whether the Shipping Corporation of India has suspended its break bulk cargo service from Calcutta Port to some countries;

(b) if so, the details thereof;

(c) what alternative arrangements have been made/proposed for shipment of break bulk cargo of small exporters of engineering goods, cast iron goods and other items usually exported from Calcutta;

(d) what will be the additional expenditure of exporters under these alternative arrangements;

(e) what was the quantum/value of such break bulk cargo handled at Calcutta Port as compared to the Ports at Madras, Bombay, Visakhapatnam, Cochin and other major ports during the past three years; and

(f) the reasons for suspending the break bulk cargo service in Calcutta Port ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) and (b). The Shipping Corporation of India has suspended its break bulk cargo services from

Calcutta port to Australia and East Africa.

(c) The break bulk cargo from Calcutta port to Australia is now being shipped in Containers. As regards break bulk cargo for export from Calcutta to East Africa, it is first transhipped in containers to Madras port from where it is carried to concerned destinations.

(d) The additional charges would be marginal if the shippers take advantage of the container concept, which is moving of cargo in containers from warehouse to warehouse. However, if the shippers insist on bringing the cargo for their own convenience in break bulk form to the port to be containerised by shipowners then the additional cost at Calcutta port towards LCL charges would be about Rs. 215/- (Rupees two hundred and fifteen) per metric tonne.

(e) The quantity of break bulk cargo handled by SCT vessels at Calcutta, Bombay, Cochin and Madras ports during 1981-82, 1982-83 and 1983-84 is given below. Port-wise information about the value of break bulk cargo carried in SCI ships has not been maintained by SCI as it has not been considered adequately useful to do so.

Port	1981-82	1982-83	1983-84
	(in tonnes)		
Calcutta	150934	155261	103382
Bombay	89897	149629	19344
Cochin	33921	24834	27800
Madras	18959	19178	27408

(f) The break bulk cargo service to Australia was suspended because of the service becoming uneconomical due to high cost of labour in Australian ports. The shipping service to East Africa was suspended because of decline in the quantity of break bulk exports from Calcutta port.

Delhi Transport Corporation Coupons

4364. SHRI RAM SAMUJHAWAN : Will

the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the Delhi Transport Corporation 'coupons' are just plain fragile tickets which cannot last more than a day or two;

(b) whether the Delhi Transport Corporation conductors do not accept a torn or even slightly damaged 'coupon'; and

(c) if so, whether Government propose to go in for card 'coupons' to mitigate the hardship which thousands of dally commuters have to undergo in the exchange of coupons particularly when there is every possibility of a 'coupon' being thrown away as it resembles a Delhi Transport Corporation ticket ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) DTC Coupons of 5 Paise and 10 Paise have been printed on the paper which is used for printing of bus tickets.

(b) The Conductors have instructions not to accept mutilated, torn or defaced coupons.

(c) As the coupons are issued for a single use, it is not considered advisable to have card "Coupons".

Diesel oil consumption per thousand gross tonnes

4365. SHRI BHOLA NATH SEN : Will the Minister of RAILWAYS be pleased to

state :

(a) whether diesel oil consumption per thousand gross tonne kilometres of the Indian Railways for broad gauge as well as metre gauge has increased during the past few years;

(b) if so, the details of increase in diesel oil consumption per thousand gross tonnes kilometres for broad gauge and metre gauge during 1982-83, 1983-84 and 1984-85;

(c) what are the factors responsible for such increase in diesel oil consumption; and

(d) the steps taken/proposed to ensure economy in fuel consumption ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). The consumption of HSD oil per thousand Gross Tonne Kilometres on Broad Gauge and Metre Gauge on Passenger and Proportion of Mixed and Goods and Proportion of Mixed during 1981-82 to 1983-84 is given below :

Year	Broad Gauge		Metre Gauge	
	Passenger and Proportion of Mixed.	Goods and Proportion of Mixed.	Passenger and Proportion of Mixed.	Goods and Proportion of Mixed.
1981-82	5.23	3.50	6.57	4.69
1982-83	5.12	3.47	6.02	4.49
1983-84	5.16	3.50	7.00	4.67

Information for 1984-85 has not yet been compiled and will be available only after July-Augst, 1985.

The increase in the rate of consumption is mainly on Metre Gauge Services.

(c) The increase in Metre Gauge Passenger and Proportion of Mixed is mainly on account of drop in load and increase in light engine kilometres. On Goods and Proportion of Mixed it is mainly on account of increase in light engine kilometres.

(d) A careful watch is kept on Railways' performance in the use of fuel and reasons for any deterioration are analysed and advised to the Zonal Railways for bringing improvement. Diesel Engines Development Organisation has been set up in Research Designs and