

(c) whether keeping in view the heavy rush of traffic on Old Rohtak Road and a long standing demand of Welfare Association of Tri Nagar Colony, Government propose to regulate this route via New Rohtak Road permanently; and

(d) if so, the time by which orders are likely to be issued; and if not, the reasons therefor?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING & TRANSPORT (SHRI CHAND RAM): (a) Yes, Sir.

(b) to (d). Services of route 91 operate between Tri Nagar and Kendriya Terminal. The original route runs from Tri Nagar via Daya Basti, Kishan Ganj Market, Model Basti, Jhandewalan, Gole Market and Baba Kharak Singh Market. Since Old Rohtak Road under the Railway Bridge near Kishan Ganj is partly closed for re-modelling, the road is open for one way traffic only. This has necessitated the DTC to divert all its services operating on Old Rohtak Road from Zakhira side via Serai Rohilla over bridge. This is a temporary diversion and to take it permanent would deprive a large number of residents living in Kishan Ganj area, of the services of the route. Diversion of the entire route on New Rohtak Road right from Zakhira is also not advisable as the road is intercepted by two railway level crossings which are closed frequently holding up the traffic for considerable time.

D. T. C. Bus Service from Lampur Border Delhi to Central Secretariat

11108. **SHRI HARI SHANKER MAHALE:** Will the MINISTER OF SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that DTC has provided direct bus service from the Tikri Border Delhi to Central Secretariat Terminal and from Dhansa Border to Central Secretariat Terminal;

(b) if so, what are the reasons that DTC is not operating a direct DTC

bus service from Lampur Border Delhi to the Central Secretariat Terminal despite repeated representations from the Daily Passenger Association; and

(c) by when DTC propose to start a direct DTC bus service from Lampur Border Delhi to Central Secretariat?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF TRANSPORT (SHRI CHAND RAM):

(a) Yes, Sir.

(b) It is not feasible to connect all the places in the Union Territory of Delhi with Central Terminal by direct services when convenient change over facilities are available.

(c) No such proposal is under consideration of the D. T. C.

हावड़ा से ब्रह्मदाबाद तक सीधी रेलगाड़ी

11109. श्री राघवजी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश के पश्चिमी भाग को पूर्वी भाग से मिलाने के लिए मंत्रालय का विचार पटना, इलाहाबाद, बीना, भोपाल, उज्जैन होते हुए हावड़ा से ब्रह्मदाबाद तक सीधी रेलगाड़ी चलाने का है और यदि हां, तो उसका ब्यौरा क्या है ;

(ख) क्या निकट भविष्य में इस प्रस्ताव पर विचार किया जायेगा और यदि नहीं तो इसके क्या कारण हैं ; और

(ग) क्या इस रेलगाड़ी को चलाये जाने से चार राज्यों की राजधानियों का सम्पर्क एक रेलगाड़ी के कारण जुड़ जायेगा जो अब तक एक दूसरे से न जुड़ सका ?

रेल मंत्रालय में राज्य मंत्री (श्री जिव नारायण) : (क) से (ग) हावड़ा से ब्रह्मदाबाद तक पटना, इलाहाबाद, बीना, भोपाल और उज्जैन होकर सीधी गाड़ी चलाने का कोई प्रस्ताव नहीं है। सप्ताह में चार दिन चलने वाली एक सीधी गाड़ी 133/134 एक्सप्रेस हावड़ा और ब्रह्मदाबाद के बीच, गान्धपुर होकर

बलती है जो कि एक छोटा रास्ता है। एक गाड़ी 165/166 साबरमती एक्सप्रेस भी है जो महामवादाह को लखनऊ से भोपाल के रास्ते जोड़ती है।

प्रस्तावित मार्ग अधिक चक्करदार होने की वजह से वाणिज्यिक दृष्टि से न्यायसंगत नहीं होगा। ये मार्ग पहले से ही अतिस्कुलित हैं और इन पर अतिरिक्त गाड़ी चलाने की मुजाबरा नहीं है।

Eradication of Bonded Labour in North East

11110. SHRI KIRIT BIKRAM DEB BURMAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the steps taken by Tripura and each of other State Governments and Union Territory-administrations in the North East for eradication of bonded labour and for rehabilitation of those relieved from bonded labour since the law for abolition of bonded labour was enacted in 1976;

(b) the number of persons and families freed from bonded labour in each of these States/Union Territories and the number of persons/families provided with regular means of livelihood; and

(c) the Central Assistance given to each State/Territory in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND PARLIAMENTARY AFFAIRS (SHRI LARANG SAI): (a) & (b) Information is being collected from the State Governments and the Union Territories concerned and will be laid on the Table of the Sabha as soon as collected.

(c) No Central assistance has been given to the States/Union Territories in the North East during 1978-79 in this regard.

Fair Charges in D.T.C. Bus Route No. 730

11111. SHRI RAM KANWAR BERWA: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 9471 dated 3rd May 1979 regarding D.T.C. bus route No. 730 and state:

(a) whether it is a fact that the distance between Central Sectt. and A-I Block Janakpuri by D. T. C. Route No. 730 is less than 20 kms.;

(b) if not, what is the actual distance;

(c) whether the commuters on this route are charged 75 paise beyond 18.1 kms, C-2B bus stop, and for less than 20 kms.;

(d) if so, whether the Government propose to do away with this anomaly and charge 50 paise upto a bus stop touching 20 kms. limited; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) No, Sir.

(b) The distance is 20.8 Kms.

(c) It may happen so, if the commuter gets down beyond C-2B and before A-I Block. The fare is chargeable for these commuters will be upto the next fare stage viz. A-I Block which is more than 20 Kms.

(d) & (e). In a stage carriage, distance is calculated from stage point to stage point and not between actual bus stops travelled by a passenger. In a stage carriage system in city areas. It is not feasible to reckon the actual distance between every two stops on the route of a bus for the purpose of calculating the fare. Thus for the persons travelling to a point beyond C-2B Bus stop, the fare is charged upto the next fare stage viz. A-I Block.