

The following three teachers are being considered for re-employment

as detailed below:

Name of the Teacher	Period of service rendered to JNU	Number of M. Phil/ Ph.Ds awarded under their supervision	
		M. Phil	Ph.D.
1	2	3	
1. Prof. Satish Chandra	1-9-1970 to 14-1-1973 and 15-1-81 onwards	2	3
2. Prof. R.M. Bakaya	17-7-1967 to 17-4-1982	..	1
3. Prof. Ram Rahul	2-12-1961 to 21-7-1981	3	1

(d) Does not arise, as re-employment is not automatic and is made only in exceptional cases.

Corruption and bribery in Delhi Transport Directorate

1944. SHRI JAGPAL SINGH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news item "Delhi Parivahan Pradhikaran men riswat ki dar chaddi" appeared in the Nav Bharat Times of 13th February, 1982 highlighting—increasing corruption and bribery in Transport Directorate; that it is impossible to get work done without greasing the palm of the officials; appointment of touts to extract money on behalf of officials; catching red-handed a tout by the Vigilance of the Directorate while accepting bribe who divulged the sharing of booty by all, non-furnishing of name and address of the tout in the Directorate's publication;

(b) if so, reaction of the Government thereto;

(c) action taken, with details thereof to cleanse the Delhi Transport Directorate and to make the

same function adequately, effectively and purposefully; and

(d) steps taken to check the regular plying of contract carriages as chartered buses?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c) Directorate of Transport Delhi Administration, have informed that various steps are being taken to eliminate the malpractices in the working of the Directorate. Periodic raids are also organized and visitors are warned through prominent display notices to avoid touts. Also, periodic transfers of officers dealing with particular subjects are effected.

(d) Central Government keeps on impressing upon the State Governments/Union Territories the constant need for rigid enforcement of statutory, provisions.

Checking the use of pressure horns and coloured beam lights by motorists

1945. SHRI SHEO SARAN VERMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what steps have been taken to check the mounting use of pressure

horns and coloured beam lights by the motorists in the country giving chances to accidents, damage to ears, noise pollution and disturbing the people; and

(b) details of steps taken to enforce the provisions of the Motor Vehicles Act, 1939 in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (b). Under the provisions of the Motor Vehicles Act, 1939, the State Governments/Union Territory Administrations are empowered to make rules relating to noise-levels by vehicles as also signalling appliances. The State Governments are executive authorities to implement the provisions of the Act and the rules made thereunder. From time to time Central Government keeps on impressing upon the State Govts/U.T. Administrations. The need for appropriate steps for regulating the vehicle operations so as to eliminate possibilities of accidents, noise pollution etc. The Central Government has also brought to the notice of State Governments/Union Territory Administrations the I.S.I. Specifications for horns. The Department of Heavy Industry has also been requested to examine the development of suitable system of lighting and to take up with the vehicle manufacturers for fitment of such devices in all vehicles.

Administrative and operational control charges scheme of D.T.C.

1946. **SHRI B. D. SINGH:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Delhi Transport Corporation has revived the Administrative and Operational Control Charges (AOCC) Scheme which was discontinued in 1978 following reports of various Committees recommending that the system be abolished;

(b) whether it is also a fact that the AOCC scheme has been revived by the DTC without the approval of the authorities concerned; and

(c) if so, the reasons for reintroducing the scheme and reaction of the Government thereto?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The DTC in May 1977 had decided that simultaneously with the enhancement of rates payable to Standard Sized P.O. buses under Kilometrage Scheme, an option be given to the operators of S.S. buses plying under AOCC Scheme (Administrative and Operational Control Charges Scheme) to switch over to the Kilometrage Scheme. As a result of exercise of such option, all the standard size buses came under Kilometrage Scheme by 31st March, 1978. Similarly DTC, later on in May 1979 decided to bring all Mini buses operated under AOCC Scheme to Kilometrage Scheme. However, the Graduate Entrepreneurs, one of the categories of private operators engaging mini buses under DTC's AOCC Scheme did not agree and took the matter to the Delhi High Court, who granted interim Stay Order. The petition was withdrawn by the Graduate Mini-bus operators in July, 1981. They have been however, allowed by DTC on review of the matter, to continue to operate on AOCC Scheme. Thus in effect, the AOCC Scheme has been in continuous operation, in so far as Mini Private buses of graduate entrepreneurs are concerned.

(b) and (c). The DTC with the approval of its Board, on 9-12-1981, have allowed SC/ST operators to switch over their buses to AOCC Scheme. The DTC has also allowed the buses of ex-servicemen to get back to AOCC Scheme since 1-8-1981, which is under consideration of DTC Board.

Coaching terminal facilities at Asansol Station

1947. **SHRI KRISHNA CHANDRA HALDER:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that after the repeated assurance given