

(a) whether the Bombay Customs authorities have issued show cause notice to the State Trading Corporation for alleged misdeclaration of glazed newsprint cargo which arrived from Canada in June this year and thereby paying less excise duty;

(b) if so, details thereof; and

(c) the action taken or proposed to be taken by the Government against the officials found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI RAMESHWARTHAKUR): (a) to (c). Bombay Customs has issued a show cause notice to M/s. STC in the month of June, 1991 from Canada, on the grounds that results of tests conducted in India were different from the test report furnished by the supplier in Canada.

There is no direct evidence to indicate that any official of the STC is involved.

**Private Buses operating under D.T.C.**

1489. SHRI MADAN LAL KHURANA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether some years ago the private buses operating under DTC were giving a fixed amount to DTC every month as royalty besides entertaining the DTC passes and holiday tickets;

(b) if so, the reasons for reversing that practice and instead DTC paying to the private operators money in lieu of entertaining its pass holders;

(c) the total amount DTC is paying to the private operators per month;

(d) whether a Committee was appointed

in 1989 to study the system and evolve a viable scheme for running the private and DTC buses in Delhi;

(e) if so, whether the report has since been submitted;

(f) if so, the details thereof; and

(g) if not, the reasons for the delay?

THE MINISTER OF STATE OF THE MINISTRY SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The scheme was abandoned since it suffered from a number of infirmities, chief among them being parallel running of PO buses with DTU buses, harassment of commuters and difficulties in checking of malpractices by the private operators. This system was replaced by the Kilometrage scheme, under which DTC used to pay Kilometrage charges and provide conductor, to the private buses. However, during the DTC Employees' strike in March, 1988, this system collapsed since its continuance depended upon provision of conductors by DTC. Since then the operation of private buses was brought under a scheme called 'Earn & keep', under which private buses are allowed to operate with their own crew members and retain their earnings.

(c) On an average, DTC pays about Rs. 12 lakhs per month to the private operators.

(d) to (g). A Group was constituted in July, 1989 by Delhi Transport Corporation to study various options as the existing 'Earn and Keep' scheme was said to have certain limitations and to make alternate suggestions to the Chairman-cum-Managing Director, Delhi Transport Corporation. For a variety of reasons the Group did not meet and bring out any report. It is also not in existence now.