

**COMMITTEE ON PUBLIC
UNDERTAKINGS
(1982-83)**

(SEVENTH LOK SABHA)

FIFTY-FIRST REPORT

ON

**Action Taken by Government on the recom-
mendations contained in the Twenty-fifth Report of
the Committee on Public Undertakings**

ON

**Delhi Transport Corporation—Accidents and
Operation of Private Buses.**

Presented in Lok Sabha on

Laid in Rajya Sabha on



**LOK SABHA SECRETARIAT
NEW DELHI**

October, 1982/Asvina, 1904 (Saka)

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CORRIGENDA TO FIFTY-FIRST REPORT
OF COMMITTEE ON PUBLIC UNDERTAKINGS
(SEVENTH LOK SABHA).

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(1982-83)**

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INTRODUCTION

1. The Chairman, Committee on Public Undertakings having been authorised by the Committee to submit the Report on their behalf, present this 51st Report on Action Taken by Government on the recommendations contained in the 25th Report of the Committee on Public Undertakings (Seventh Lok Sabha) on Delhi Transport Corporation—Accidents and Operation of Private Buses.

2. The 25th Report of the Committee on Public Undertakings was presented to Lok Sabha on 18 December, 1981. Replies of Government to all the recommendations contained in the Report were received on 10 September, 1982. The replies of Government were considered by the Action Taken Sub-Committee of the Committee on Public Undertakings on 5 October, 1982. The Report was finally adopted by the Committee on Public Undertakings on 8 October, 1982.

3. An analysis of the Action Taken by Government on the recommendations contained in the 25th Report (1981-82) of the Committee is given in the Appendix.

NEW DELHI;
October 18, 1982

Asvina 26, 1904 (Saka)

MADHUSUDAN VAIRALE,
Chairman,
Committee on Public Undertakings.

CHAPTER I

REPORT

This Report of the Committee deals with the Action Taken by Government on the recommendations contained in the twenty-fifth Report of the Committee on Public Undertakings (Seventh Lok Sabha) on Delhi Transport Corporation—Accidents and Operation of Private Buses, which was presented to Lok Sabha on 18 December, 1981.

2. Action Taken notes have been received from Government in respect of all the 13 recommendations contained in the Report. All the recommendations have been accepted by Government.

3. The Committee will now deal with certain issues arising out of the action taken by Government on some of their recommendations.

A. Enforcement of Traffic Rules

Recommendation (Serial No. 6, Para 1-33)

4. Commenting on enforcement of traffic rules the Committee observed that "Lack of enforcement of traffic rules and regulations on the Part of the police is also responsible in no small measure for the increasing accidents. The Committee appreciate the frank admission of the Commissioner of Police that the Police are not as strict as they should be in the enforcement of traffic rules so far as DTC buses are concerned. This laxity should not persist. It is common sight that the DTC buses are parked right at the middle of the road. Such flagrant parking offences should not go unnoticed and unpunished. The Committee suggest that the police mobile squad to check traffic offences should be augmented and they should use jeeps rather than motor-cycles on their rounds for better surveillance."

5. In their reply the Ministry have stated that "The Law does not make distinction between DTC buses and any other vehicle plying on roads. Since, however, the Delhi Traffic Police adopts a practical attitude *vis-a-vis* DTC buses, the practice of impounding a bus is resorted to only in serious cases for it was likely to adversely affect the availability of public transport service. The DTC admittedly does not have as many buses as are required to meet the demand for its services. The DTC, however, does not stand exempted from serious traffic violations.

As far as Committee's observations about the parking of DTC buses in the middle of the road are concerned, the Corporation has reiterated

its instructions to the drivers and has initiated an intensive drive to ensure proper parking. Possibility of extending the number of bus stops on particularly busy roads is also to be examined by the team from CIRT.

Every driver has been instructed by the DTC Chairman to observe discipline on road."

6. The Committee note that action has been taken on the recommendation in so far as the DTC is concerned. However, they had also recommended that the police mobile squads to check traffic offences should be augmented and they should use jeep rather than motor-cycles on their rounds for better surveillance. The Committee are not clear whether this aspect had been taken up with the Ministry of Home Affairs for necessary action. If it has not been done, they would like the matter to be taken up with that Ministry in order to improve the arrangement in this regard.

B. Maintenance of Roads

Recommendation (Serial No. 7, Para 1.34)

7. The Committee observed that population of Delhi was growing fast and so was the population of vehicles. In such a situation the snags in traffic engineering designs and poor maintenance of roads and traffic signals such as there were caused more accidents. The Committee commended the idea of having a unified authority for traffic management in Delhi. They recommended that the traffic police should also be clothed with adequate powers to ensure that the various works on road are undertaken in a coordinated manner without jeopardising traffic safety.

In reply the Ministry have stated that a unified authority for traffic management in Delhi has been constituted. This authority, namely, Transportation Traffic Engineering Coordination Committee, works under the Chairmanship of Chief Secretary, Delhi and has on it representatives of Delhi Development Authority, Delhi Transport Corporation, Delhi Traffic Police, Directorate of Transport, Municipal Corporation of Delhi, New Delhi Municipal Corporation, Cantonment Board, Railway Board, Planning Commission and the Metropolitan Ring Railway. This authority now provides a forum for identifying problems associated with road transport and for concerted remedial action.

9. The Committee are glad to hear that a unified authority for traffic management in Delhi has been constituted in pursuance of their recommendation and that there is a representation on it from the D-Pol Traffic Police. The Committee trust that the association of the Delhi Traffic Police with the authority would also ensure that the various

works on road are undertaken in a coordinated manner without jeopardising traffic safety. In case this cannot be fully ensured, the Committee would expect the traffic police to be clothed with adequate powers requiring their prior clearance for works on road from the traffic safety point of view.

C. Operation of Private Buses

Recommendation (Serial No. 10, Para 2.14)

10. After examining the Kilometrage Scheme under which the private buses hired are paid hire charges depending upon the distance covered and the Administrative and Operational Control Charges (AOCC) Scheme under which the private buses are allowed to operate on recovery of a fixed amount per bus per month the Committee observed that "The traffic offences committed and fatal accidents caused by the private buses under DTC operation are very high. There is not much of a control by the DTC over the drivers of these buses many of whom were caught driving without licences. A view has been expressed and rightly so, that the AOCC scheme was not in the interest of the commuters as the bus tords indulged in overcrowding and overcharging besides not sticking to schedules or assigned routes. The private buses under the kilometrage scheme did not stop at the bus stops and often did not carry all those waiting. Further, it has been opined that the private operators had sometimes succeeded in cornering routes of their choice. According to the DTC Chairman himself they are not wholly submitting themselves to the discipline of the DTC and the kilometrage scheme led to certain malpractice in the DTC where there is collusion between the staff and the operators. There is thus a flaw in both the schemes. There was no review of the performance of the private operators at the time of successive renewal of the contracts. The Committee find all this to be distressing. They desire that the schemes under operation should be optically reviewed by the Ministry at least now to issue policy directions calculated to put the private operators under the discipline of the DTC and to ensure that renewal of contracts is subject to performance. In any case there should be no further hiring of buses under the AOCC scheme."

11. In their reply the Ministry have stated that "the DTC has since decided that no further buses will be added under the AOCC Scheme. Whatever addition to P.O. buses that are being made now are only under K.M. Scheme. DTC has considerably strengthened its supervision on operation of existing private operators. Chairman DTC has made it known to the owners of Private Buses that the renewal of the contracts would depend upon satisfactory performance & observance of discipline of their operation.

12. As the Committee has already pointed out there was a flaw in both the schemes under which private buses were engaged by the DTC. It was also quite apparent that the DTC did not have complete control over the private operators. It was in this context that the Committee had desired that the Ministry should critically review the schemes in order to issue policy directions calculated to put the private operators under the discipline of the DTC. If this had not been done, the Committee would like to stress that there should be no further delay and the suggested review should also cover the contractual arrangements between the private operators and the DTC in order to make such changes as may be necessary to obtain effective control for the DTC in the interests of traffic safety and user satisfaction. Incidentally, the Committee would suggest the installation of speed governors on all private buses under DTC operation as well as their own buses to eliminate accidents on account of rash driving.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Serial No. 1, Paragraph 1.28)

D.T.C. is a service enterprise. The index of its efficiency is the extent to which it offers adequate, safe, punctual, regular and economic service. Realising the importance of the safety of the service the Committee examined it. Their examination revealed that the safety consciousness in the DTC has not as yet developed in a manner that guarantees fairly risk-free service to the public.

Reply of the Government

The Government is grateful to the Committee for having highlighted the need to provide risk-free bus travel for the public of Delhi. The problem of road accidents has been causing concern to the Government. Minister of State for Shipping and Transport took the initiative of calling a meeting of all the Transport Ministers of the country especially for the purpose. The decisions taken in this meeting will apply equally to Delhi and it is hoped that when implemented, they will make a positive contribution to safety consciousness among the people and crew of the vehicles alike.

On its part the DTC has planned for regulating the speed of vehicles, for ensuring proper road-discipline by its crew and strict observance of the maintenance scheduled as also tightening up its supervisory levels.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 2, Paragraph 1.29)

The accidents involving DTC buses have recorded increase over time both in absolute terms and in relative terms (related to distance covered). The number of accidents was 3480 during 1980-81. Of these, 181 were fatal. The statistics produced to the Committee to show that the accident rate of DTC is the least among the transport systems in the metropolitan cities do not impress the Committee. For instance, it is hard to believe that the BEST is five times as accident prone as DTC. Obviously, not all cases of accidents get recorded in DTC. The Com-

mittee would await the outcome of the study by the Association of State Road Transport Undertakings in this regard initiated at the instance of the Committee and hopefully a reliable comparative picture would emerge therefrom.

Reply of the Government

DTC had supplied the figures to the Committee on Public Undertakings on the basis of records and statistics available with it. Keeping in view the Committee's feeling about the recording of accidents, the need for proper maintenance of such records has been stressed on the Depot Managers and other concerned officers who are responsible for the generation and maintenance of records pertaining to accidents.

At the instance of the Committee, the Association of State Road Transport Undertaking was entrusted the job of bringing out a report giving a comparative picture of accidents in metropolitan cities like Delhi, Bombay, Calcutta and Madras. The ASRTU's report has since been received and a copy of the same is enclosed.*

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 3 Paragraph 1.30)

A combination of factors was responsible for this situation of accidents. Rash and negligent driving and error of judgement of the drivers were the major factors. A large number of drivers caused accidents year after year. It was claimed by the DTC that all cases of accidents were viewed seriously and Accident Committee immediately investigated the reasons whereafter action was taken against the drivers found at fault. This claim fell through on closer scrutiny. There was no causewise analysis of accidents and feedback prior to January 1981 for appropriate preventive action. The Accident Committee did not meet even once formally. It did not investigate any case of accident, which was not reported to the police and not all cases were reported to the police. It also suffered from institutional inadequacy. Its status was low and there was no representation on it from either the police or Transport Department. It was only after the Committee on Public Undertakings examined the DTC that the Accident Committee was reconstituted properly. An impression is, therefore, irresistible that in fact neither the accidents were taken seriously nor was there any inbuilt arrangement to automatically take preventive steps. The Committee desire that the terms of reference of the Accident Committee should be wider not only to deal with such accidents as have occurred for punitive action but also to suggest preventive steps.

*Not Printed placed in the Parliament Library.

Reply of the Government

A high Powered Accident Committee has been constituted on 28th August, 81 comprising A.D.M., Delhi, Joint Director of Transport, A.C.P. (Traffic), W.M.—I, DTC, A.G.M.(T) A/Cell and Senior Security Officer. The terms of reference of this Committee stipulate that it will not only carry out an analytical study of all fatal and major accidents involving DTC buses but also suggest remedial measures. This Committee has held 18 meetings so far and examined 81 fatal/major accident cases. Out of these in 25 cases, the drivers were not found at fault. Besides this Committee, there are Division-wise Departmental Accident Committees comprising the Divisional Manager, A.E. and L.W.O. to decide and dispose of minor accidental cases in their respective division. The Divisional Committee also meet at regular intervals and their disposal is as under for the period from January 1981 to July, 1982:-

No. of meetings held	Total cases decided	Drivers found at fault	Drivers not found at fault
146	5470	2108	3362

Disciplinary action as per rules is initiated against the drivers who are found at fault. In serious cases, the permanent driver involved in fatal accidents is removed from the duty of driving by placing him under suspension for further action. In the case of driver whose services is on retainer or probationary basis, his service are terminated under the rules.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 4, Paragraph 1.31)

The Committee were surprised to learn that often drivers are engaged on overtime upto 8 hours. Although the DTC is of the view that overtime work may not necessarily lead to accidents, the Committee strongly feel that overtime if at all should be minimal in order to rule out the possibility of fatigue element causing accidents.

Reply of the Government

The process of recruitment of drivers has been further intensified. All steps are being taken to bring about norm of 2.6 drivers per bus. This is expected to improve the situation where drivers are required to work overtime.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 5, Paragraph 1.32)

The large number of drivers involved in accidents admittedly discloses weaknesses in the licensing procedures, recruitment tests and in-service training. The driving standard of the DTC cannot be said to be satisfactory. This raises the basic question of reliability of driving tests and the need to upgrade and standardise the tests all over the country. The Committee trust that necessary amendments to the Motor Vehicles Act would be proposed soon to remedy the situation prevalent today. In this connection the Committee would also refer to the laxity in ensuring the road worthiness of vehicles. Therefore, the testing roadworthiness of vehicles has also to be made foolproof.

Reply of the Government

The Government has been seriously concerned about the accidents in general and has in particular recognised the need to strengthen the enforcement machinery concerning the grant of licences and the physical fitness of the vehicles. Both these points were discussed in the Transport Minister's conference on 31-5-1982. The State Governments are periodically being instructed to take appropriate measures to streamline the procedure with a view to meeting the above objectives. By one of the provisions in the Motor Vehicles (Amendment) Act, 1982 affixation of the photographs on the drivers licences and carrying of driving licences while driving the vehicles has been made compulsory. It is expected that this measure would create some sort of a fear in the minds of those driving the vehicles in violating the traffic regulations, and contribute to ensure better road discipline and respect for law.

A Committee has also been appointed by the Govt. to make an in-depth study of causes of accidents and suggest short term as well as long term preventive measures. The Government's decision on these matters would be binding on DTC as well.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 6, Paragraph 1.33)

Lack of enforcement of traffic rules and regulations on the part of the police is also responsible in no small measure for the increasing accidents. The Committee appreciate the frank admission of the Commissioner of Police that the Police are not as strict as they should be in the enforcement of traffic rules so far as DTC buses are concerned. This laxity should not persist. It is common sight that the DTC buses are parked right at the middle of the road. Such flagrant parking offences should not go unnoticed and unpunished. The Committee would suggest that the Police mobile squad to check traffic offences should be augmented

and they should use jeeps rather than motor-cycles on their rounds for better surveillance.

Reply of the Government

The law does not make distinction between DTC buses and any other vehicle plying on roads. Since, however, the Delhi Traffic Police adopts a practical attitude *vis-a-vis* DTC buses, the practice of impounding a bus is resorted to only in serious cases for it was likely to adversely affect the availability of public transport service. The DTC admittedly does not have as many buses as are required to meet the demand for its services. The DTC, however, does not stand exempted from serious traffic violations.

As far as Committee's observations about the parking of DTC buses in the middle of the road are concerned, the Corporation has reiterated its instructions to the drivers and has initiated an intensive drive to ensure proper parking. Possibility of extending the number of bus stops on particularly busy roads is also to be examined by a team from CIRT.

Every driver has been instructed by the DTC Chairman to observe discipline on road.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 7, Paragraph 1.34)

Population of Delhi is growing fast and so does the population of vehicles. In such a situation the snags in traffic engineering designs and poor maintenance of roads and traffic signals such as there are, cause more accidents. The Committee would commend the idea of having a unified authority for traffic management in Delhi. The traffic police should also be clothed with adequate powers to ensure that the various works on road are undertaken in a coordinated manner without jeopardising traffic safety.

Reply of the Government

A unified authority for traffic management in Delhi has since been constituted. This authority namely, Transportation Traffic Engineering Co-ordination Committee, works under the chairmanship of Chief Secretary, Delhi and has on it representatives of Delhi Development Authority, Delhi Transport Corporation, Delhi Traffic Police, Directorate of Transport, Municipal Corporation of Delhi, New Delhi Municipal Corporation, Cantonment Board, Railway Board, Planning Commission and the Metropolitan Ring Railway. This authority now provides a forum

for identifying problems associated with road transport, and for concerted remedial action.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 8, Paragraph 1.35)

The congestion on roads which contributes to accidents, is largely on account of the inadequacy of the surface transport system in the city and partly due to the mix of traffic allowed without segregation. These are serious problems which deserve to be looked into with a view to taking short-term as well as long-term measures to remove congestion.

Reply of the Government

The newly constituted integrated authority namely, Transportation Traffic Engineering Co-ordination Committee will also tackle the problems associated with road congestion and the related segregation aspects.

In the present set up of Delhi, steps have been taken to examine the feasibility of segregation of various modes of transport. Already, the movement of non-mechanised modes of transport have been restricted within the confines of falled city as also across the old Yamuna bridge.

The Surface Transport System is also being augmented. The Electrified Ring Railway System has come into operation w.e.f. 15th August, 1982 and is expected to cater to 6.25 lakh passengers trips when in full swing. The DTC has also initiated route re-structuring measures which will be in tune with emergence of electrified ring railway. A proposal for introduction of Electrified Trolley bus System is also under active consideration.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 9, Paragraph 1.36)

The Committee are somewhat disappointed that the gravity of the problems affecting the safety of the bus passengers and pedestrians, not to speak of the public property, has not been appreciated well by the Ministry of Shipping and Transport. There was no comprehensive appraisal of the situation of road accidents involving the buses of the DTC in the periodic performance review meetings taken by the Ministry. In future this should receive special attention for concerted and coordinated action to minimise, if not altogether eliminate accidents. The Committee also desire that the compensation claims should be paid with utmost promptitude.

Reply of the Government

In the Review Committee meetings on the Performance of the DTC, taken by the Transport Secretary, Minister of State for Shipping and Transport and Minister of Shipping & Transport, accidents are reviewed regularly and are assigned proper weightage. The Corporation has also been instructed to send a complete analytical report from High Powered Accident Committee on quarterly basis for information of the government. Following a directive given by the Minister of State for Shipping & Transport, instructions have been issued to the DTC to flash the information to the government in case of all fatal accidents involving DTC buses.

Latest amendments to the Motor Vehicle Act, 1939 envisage early payment in case of deaths, permanent disability etc. as a result of accidents. These provisions shall apply to DTC as well. The Corporation has nevertheless been asked to take immediate action for payment of ex-gratia amount in such cases.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81, dated 8-9-1982]

Recommendation (Serial No. 10, Paragraph 2.14)

The DTC has 2949 buses owned by it and 552 private buses taken on hire. (June 1981). The private buses are engaged under two schemes. These are: (i) Kilometrage Scheme under which the private buses hired are paid hire charges depending upon the distance covered; and (ii) Administrative and Operational Control Charges (AOCC) Scheme under which the private buses are allowed to operate on recovery of a fixed amount per bus per month. The traffic offences committed and fatal accidents caused by the private buses under DTC operation are very high. There is not much of a control by the DTC over the drivers of these buses many of whom were caught driving without licences. A view has been expressed, and rightly so, that the AOCC scheme was not in the interest of the commuters as the bus operators indulged in overcrowding and overcharging, besides not sticking to schedules or assigned routes. The private buses under the kilometrage scheme did not stop at the bus stops and often did not carry all those waiting. Further, it has been opined that the private operators had sometimes succeeded in cornering routes of their choice. According to the DTC Chairman himself they are not wholly submitting themselves to the discipline of the DTC and the kilometrage scheme led to certain malpractice in the DTC where there is collusion between the staff and the operators. There is thus a flaw in both the schemes. There was no review of the performance of the private operators at the time of successive renewal of the contracts. The Committee find all this to be distressing. They desire that the schemes

under operation should be critically reviewed by the Ministry atleast now to issue policy directions calculated to put the private operators under the discipline of the DTC and to ensure that renewal of contracts is subject to continued good performance. In any case there should be no further hiring of buses under the AOCC Scheme.

Reply of the Government

The DTC has since decided that no further buses will be added under the AOCC Scheme. Whatever addition to P.O. buses that are being made now are only under K.M. Scheme.

The Committee's recommendation that adequate resources should be made available for the expansion of DTC's fleet to obviate the need for engaging private buses is well taken. However, till sufficient funds are made available, DTC has considerably strengthened its supervision on operation of existing private operators. Chairman DTC has made it known to the owners of Private Buses that the renewal of the contract would depend upon satisfactory performance and observance of discipline of their operation.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81 dated 8-9-1982]

Recommendation (Serial No. 11, Paragraph 2.15)

Although a suggestion had been given in 1978 that the private buses should be deployed on rural routes (outside Ring Road) where passenger traffic is not high, it has not been implemented on the ground that the operators are unwilling. The fact remains that no attempt was made to ascertain the possibility by issuing public notice. This should be done and renewal of existing contracts should be subject to this condition.

Reply of the Government

The DTC has considered this recommendation in depth. It is felt that since most of the routes originating from rural areas traverse large portions in the city also, deployment of private buses on those routes would entail increased dead kilometrage which would not be in the interest of the Corporation. It is also felt that if the private operators operate in the less intensive and far flung areas, even the remote control which the DTC exercises over them may be difficult. However, DTC is exploring the possibility of entrusting a study to CIRT Pune concerning the route re-structuring and re-scheduling for the city as a whole and the re-examination of the recommendation of 1978 has been incorporated in the terms of reference of the contemplated study.

[Ministry of Shipping & Transport O.M. No. TGD(55)/81 dated 8-9-1982]

Recommendation (Serial No. 12, Paragraph 2.16)

It was urged before the Committee that the DTC had no choice but to supplement its fleet with private buses in view of the resource constraints. The Committee were also informed that with the reduced Sixth Plan outlay of Rs. 50 crores there would be no expansion of the fleet and that on the contrary there would be net reduction taking into account the replacement needs. Thus the private buses engaged by the DTC would increase upto 1000 during the plan period. This is obviously an unsatisfactory position viewed against the performance of the private operators. However, after the Committee took evidence of the Ministry the position is stated to have reviewed in association with the Planning Commission and the representative of the Commission had agreed to have a Working Group set up to go into the matter so as to properly evaluate the bus requirements of the DTC at the time of mid-term review of the Plan. The Committee recommend that adequate resources should be made available for the expansion of the DTC's fleet to obviate the need for engaging private operators as early as possible.

Reply of the Government

The Study Group set up by Planning Commission under the Chairmanship of Dr. M. Q. Dalvi, UNDP Adviser to assess the requirement of buses for the DTC has recommended augmentation of DTC fleet by 1500 buses by the end of the Sixth Plan to meet the projected travel demand. It has further recommended that DTC should add these buses to its own fleet thereby obviating the need to engage private buses.

Accordingly the proposal for additional fund allocation has been submitted to the Planning Commission, who are examining the same. The recommendation of the Committee on Public Undertakings for providing of adequate resources has also been brought to their notice.

[Ministry of Shipping & Transport O.M. No. TGD(55)|81 dated 8-9-1982]

Recommendation (Serial No. 13, Paragraph 3.5)

Although the Committee's selective examination of DTC was to cover only Accident and Operation of Private Buses, the Committee also went into the financial position of the DTC in a manner. The DTC has cumulative losses of the order of Rs. 158 crores as on 31 March, 1981. Lately, the turnover is about Rs. 40 crores and the working loss is about Rs. 10 crores annually. If only there could be improvement in earnings or economy in expenses to the extent of 25 per cent there would not be any cash losses. The fares of the DTC are the lowest among the metropolitan cities. The average fare in terms of paise per km. was stated to be 7 in Bombay, 4.8 in Calcutta, 5.67 in Madras and 3.5 in Delhi. The proposal

of the DTC submitted in September, 1980, to the Ministry for revision of fares is still pending with the Ministry. The Committee have been informed that among other things revaluation of assets of the DTC with a view to realistically altering the capital structure is being considered by the Ministry. The exercise to make the Corporation a viable entity is long over-due. The Committee, therefore, desire that the Ministry should expedite it and see that the Corporation is put on a sound financial footing. In any scheme of restructuring it is important to ensure the cost efficiency of the Corporation.

Reply of the Government

The question of revision of fare-structure of DTC is under active consideration of the Govt.

As for early steps to make DTC, an economically viable unit through capital re-structuring, it may be stated that in pursuance of the inter-ministerial consultations, a detailed proposal was decided to be formulated taking into account the valuation of assets and extent of losses that would be required to be written off as also feasibility of conversion of some loan into equity etc. The DTC Board has got the studies made and after consideration would be submitting its proposals.

[Ministry of Shipping & Transport O.M. No. TGD(55)|81 dated 8-9-1982]

NEW DELHI;
October 18, 1982
Asvina 26, 1904 (Saka)

MADHUSUDAN VAIRALE
Chairman,
Committee on Public Undertakings.

APPENDIX

(Vide Para 3 of Introduction)

Analysis of action taken by Government on the recommendations contained in the 25th Report of the Committee on Public Undertakings (Seventh Lok Sabha).

I.	Total number of recommendations made	13
II.	Recommendations that have been accepted by the Government	13
	Percentage to total	100%
III.	Recommendations which the Committee do not desire to pursue in view of Government's reply	NIL
	Percentage to total	NIL
IV.	Recommendations in respect of which replies of Government have not been accepted by the Committee	NIL
	Percentage to total	NIL
V.	Recommendations in respect of which final replies of Government are still awaited	NIL
	Percentage to total	NIL