

Five year plan comes to an end. By that time, all the telephone Exchanges will be converted into the electronic ones.

SHRI RATILAL KALIDAS VARMA: Mr. Speaker, Sir, the hon'ble Minister has stated that with the changed system of telephone exchanges in Ahmedabad and Bhavanagar districts much better facilities have been provided there. But when we go to see the D.E.T. and ask him, he instantly quips that as yet they have not been provided with electronic Exchange. I would like to know from the Hon'ble Minister the time by which the electronic Exchanges will be provided in the entire Gujarat State.—

MR. SPEAKER: This question has become very comprehensive.

SHRI JANESHWAR MISHRA: Mr. Speaker, Sir, the Government have also fixed a target of converting all the manual, age old and obsolete stronger and crose-Bar Exchange into electronic Exchanges during the Eighth Five Year Plan.

[English]

SHRI MANIK SANYAL: It is a very pertinent question. It concerns not only Raigarh, Bilaspur and Ambikapur but in my opinion the whole of India. I think the hon. Minister is aware of the position of my District, Jalpaiguri. It's a worst affected district from the point of view of new telephone connections. A number of applications are pending before the Telephone Department. They are not giving new connections.

MR. SPEAKER: This question is confined to certain places.

SHRI MANIK SANYAL: The manually operated board is not functioning well in my district. Though the Minister is very much considerate to introduce an electronic exchange in my district, it should be introduced by 1991-92. But I do not know when will it be introduced. Will he consider to change the present manually operated board so that the people in my district would be able to get new

telephone connections whose applications for new telephone connections are pending before this Department?

[Translation]

SHRI JANESHWAR MISHRA: Mr. Speaker, Sir, I have already stated in the beginning itself that all the manual exchanges will be converted into electronic exchanges during the Eighth Five Year Plan but in Jalpaiguri it would be done during the year 1992-93 and by that time the waiting list will be cleared.

MR. SPEAKER: It was a specific question and the Minister is not giving any new information. So I am going to take up the next question.

[English]

Restoration to DTC Bus Service in Trans Yamuna Area

43. **SHRI RAMASHRAY PRASAD SINGH:** Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation has restored all services routes in Trans-Yamuna area especially in Anand Vihar as the construction work of roads/sewer lines has since been completed;

(b) if not, the reasons therefor;

(c) whether there is any proposal for additional DTC terminal in Trans-Yamuna area and whether land has been offered in Anand Vihar for this purpose; and

(d) if so, when the work is likely to commence?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNKRISHNAN): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) and (b). DTC has restored all routes

except route No. 281 after the construction work of roads and sewerage lines was over.

Route No. 281 operating between Dilshad Garden and Central Secretariat Viz Anand Vihar was diverted to operate on a parallel road outside Anand Vihar. On this stretch of road the bus route has been serving Ram Vihar, Suraj Mal Vihar, Saini Enclave, Bahawali Enclave and other colonies where the population increased manifold during the period when work was on for laying of sewerage in Anand Vihar from October, 1984 to July 1989. Route No. 281, therefore, could not be withdrawn as its withdrawal would have put many commuters in the area to inconvenience. However, in its place, a full day service on Route No. 281 shuttle was introduced in October 1989 to operate between Anand Vihar and the Statesman (Connaught Circus).

(c) and (d). Yes, Sir. DTC has requested the DDA to earmark land for terminals at the following locations:—

1. Kondli
2. Anand Vihar
3. Dilshad Garden
4. Khichripur/Dallaupura
5. Vivek Vihar
6. North of Wazirabad Road

DDA has so far not allotted any land for terminals in response to DTC's request. Work for the development of the terminals would be taken up after the grant of possession of land by DDA and subject to availability of the required funds.

[*Translation*]

SHRI RAMASHRAY PRASAD SINGH: Mr. Speaker, Sir, the statement laid on the Table of the House by the hon. Minister does not give satisfactory reply to my question. My question was that work for laying sewerage

was going on in Anand Vihar, and prior to start of this construction work, but route no. 281, 313, 333, 342, 343 and 345 were operating on this route. An assurance was given that when this work is completed, all these bus services would be restored but these services have not been restored so far. Commuters are facing many problems as a result thereof. It has been stated in the reply that bus route no. 313, 342, 343 and 345 have been restored. I would like to state that the buses which were operating before laying of sewerage should have been restored. I want to know as to why the services of these buses have not been restored so far? The hon. Minister has not given satisfactory reply.

[*English*]

SHRI K.P. UNNIKRISHNAN: As far as the information relating to this question is concerned, we had restored all routes, except Route No. 281 after the construction work of roads and sewerage lines was over. Construction began some time in 1984 and went on till 1989. Route No. 281 which was operating between Dilshad Garden and Central Secretariat via Anand Vihar was diverted to operate on a parallel road outside Anand Vihar. On this stretch of road the bus route has been serving Ram Vihar, Suraj Mal Vihar and so on and some other colonies where the population increased considerably during this five year period. Therefore, Route No. 281 could not be withdrawn, after the diversion, as that would have put many commuters in the area to inconvenience. However, a full day shuttle service started operating from October 1989 between Anand Vihar and Connaught Circus (Statesman).

Now, as far as the other routes that he has referred to are concerned, these were a route, No. 333 which is actually referred to as rain service. The question referred to here is slightly different. If he had phrased it differently, I would have answered it. Because of low patronage 333 was discontinued. Now it operates between Jahangirpuri and Dilshad Garden. Therefore, I think that the answer that we have given is correct as far as it relates to the question.

[*Translation*]

SHRI RAMSHRAY PRASAD SINGH: I have received contradictory information. The services of buses operating between Anand Vihar and Old Delhi or I.S.B.T. have not been restored. Commuters are facing many difficulties. The information given by the hon. Minister pertains to other buses. I am sending you a copy of the assurance given by the Delhi Transport Corporation to us. They assured that when construction work of sewerage is completed, these buses would be restored. In spite of their assurances, these bus services have not been resorted so far.

Secondly, I would like to say that there is a big chunk of land near the drain of 'B' block in Anand Vihar and this land is near to the railway station also. It is the policy of the D.T.C. to construct bus terminals near the railway stations. If there is such a policy, will the Government construct a bus terminal over there. Does the Government propose to construct the bus terminal on the land which is near the drain of 'B' block in Anand Vihar?

[*English*]

SHRI K.P. UNNIKRIISHNAN: I would take up the first question. It was on 26th October, 1984 that this construction work began. And at that point of time there was a bus route operating from Anand Vihar. That was only 345 from Anand Vihar to Udyog Bhavan and we had put three buses on the route. But the question was about those originating from Anand Vihar. There were other buses passing through Anand Vihar like Route No. 281 which started from Dilshad Garden, No. 313 which started from Vivek Vihar; Nos. 342 and 343 also started from Vivek Vihar. But that does not originate from Anand Vihar. Therefore, as and when the roads were made usable, we have restored it. The services of route nos. 313;342 and 343 were restored from 13th July 1989 and as I explained already, route 281, which was diverted elsewhere instead of through the newly spread up colonies—we did not want to

cause any inconvenience to them—it continued in that way.

As far as the second part of the question of the hon. Member is concerned, the DTC has requested the DDA to earmark land for terminals in about six places, namely

Kondli

Anand Vihar

Dilshad Garden

Khickripur

Vivek Vihar

North of Wazirabad Road

So far, the DDA has not responded to our request and allotted land of these terminals. I do concede the point that there is an acute shortage of buses and we are trying our best within our capacity to improve the services.

[*Translation*]

SHRI JANARDAN TIWARI: Mr. Speaker, Sir, I would like to ask the Government whether there is any proposal to provide more buses for lakhs of labourers who hail from Bihar and Uttar Pradesh and live in trans Yamuna colonies as they have to cover long distance and are facing many hardships. Secondly, I would like to know what immediate steps would be taken to construct D.T.C. terminal there so that commuters do not face hardships.

[*English*]

SHRI K.P. UNNIKRIISHNAN: As I explained, I do concede that the population in Trans-Yamuna colonies has gone up considerably during the last few years, one decade or so; and more so during the last three or four years. I do concede that there is really a problem of a great dimension as far as the transport is concerned. And written the constraint of resources that were avail-

able to DTC, we have been trying to improve the services. If I may be allowed to say, out of the total 7,500 buses that we require, now only 4,406 buses are operating besides about 550 private buses are operating. I am prepared to concede that there is an acute shortage and within the constraint of resources and availability of buses we have been trying to manage the services.

[*Translation*]

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, the last D.T.C. strike took place on 16th March, 1988. During the strike period which lasted for a month or so, private buses under D.T.C. operation were asked to run on "keep the entire earnings" basis. During the strike period, there was no control of D.T.C. over them. Two years have since passed but there is no control of D.T.C. over them even today. D.T.C. has withdrawn their conductors and tickets. I would like to know for how long this adhocism will continue and at which meeting this policy was adopted?

Sir, there is another question related to this. What was the total of number of D.T.C. buses including private buses operating during the strike period? What is the number of buses operating today and how many buses were required during the Seventh Plan?

[*English*]

SHRI K.P. UNNIKRIISHNAN: Sir, as of now, we require about 7,500 buses. As against, we have 4,406 buses directly under the DTC operation and 550 buses under private operation.

[*Translation*]

SHRI MADAN LAL KHURANA: What was the number of these buses two years ago, i.e. in March, 1988?

[*English*]

SHRI K.P. UNNIKRIISHNAN: In 1989-90 we wanted to add 506 buses. Due to

some procedural delays, this has been delayed. In 1990-91 on replacement account alone we will require 528 buses. And this also due to certain constraints in resources that were made available for DTC, has been postponed. We are again trying and requesting the Ministry concerned. Inter-ministerial discussions are going on to include it. The hon. Member himself knows that we have been trying to improve this. And there has also been many managerial inadequacies with DTC. And whenever specific questions were referred to us, action has been taken. We shall improve the services as well as we shall try to put more services in the near future.

[*Translation*]

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, my question has not been replied to. What I asked was that private buses were operating under D.T.C. before March, 1988..... (*Interruptions*) ...these buses should operate under D.T.C. now also.

[*English*]

SRI K. P. UNNIKRIISHNAN: I would require separate notice for that.

[*Translation*]

SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA: Mr. Speaker, Sir, it is not easy for female commuters to travel in buses operated by the Delhi Transport Corporation because quite often, we see that a number of commuters have to travel on the foot-board. Will the D.T.C. introduce special bus services for women? Will arrangements be made for separate seating and boarding the bus for women in the existing buses? Will the model of B.S.T. bus services of Bombay be followed in making bus travel in Delhi convenient and safer for women?

[*English*]

SHRI K.P. UNNIKRIISHNAN: I share the concern of the hon. Member. There have

been a number of complaints at frequent intervals about the harassment of women passengers. We have instructed the DTC to see that these are removed. But as I explained, the social environment in Bombay is quite different from that of Delhi. And I do not think that introducing 'all women services' is the only solution to this problem in Delhi. I think there is something basically wrong with the designs of the Delhi buses itself. We are looking at this. We are trying to see how best we can ensure that special consideration can be shown to passengers like women, old, infirm and so on. At the moment, there are a number of passengers in Delhi unfortunately who manage to get away without paying the fare. All those problems have come up and we are looking into them.

SHRIMATI GEETA MUKHERJEE: I am one of the Members who travel by public buses in Delhi pretty often. I would like to know from the hon. Minister whether he was aware that there as an half-an-hour discussion on my question that there should be boards clearly displaying the number of DTC buses; it was agreed upon and some boards were put up. But now it is very difficult to read the boards i.e. the destination of the buses. Either they are written in chalk or in absolutely darkness. So people have no way of getting into the proper buses. Will the Minister look into it?

SHRI K.P. UNNIKRISHNAN: I certainly shall look into it and rectify it.

[*Translation*]

PROF. VIJAY KUMAR MALHOTRA: Sir, the reply given by the hon. Minister is shocking and casual. He said that 500 buses were to be added in 1989-90 but his was not done. 507 buses had to be added in 1990-91 but there are no funds for it. The number of buses in Delhi has decreased but the hon. Minister expresses his inability to do anything in this matter. Why then is he occupying a Ministerial berth? The Minister is responsible for the functioning of D.T.C. and he is expressing helplessness. Why is the number of buses in Delhi not increased. If,

the number of cars can increase, why not the number of buses? Are there any plans in this direction?... (*Interruptions*)

[*English*]

SHRI K.P. UNNIKRISHNAN: As I have explained earlier, within the existing constraints of resources, there might have been slow progress in the recent procurement buses in New Delhi and it is our endeavour to improve and our Ministry has taken steps and inter-Ministerial discussions are going on...

SOME HON. MEMBERS: How long?

SHRI K.P. UNNIKRISHNAN: As early as possible.

Initiatives Taken in Punjab to Eliminate Terrorism

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*44. **SHRI UTTAM RATHOD:**
SHRI BHOGENDRA JHA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any new steps have been initiated in Punjab in recent weeks to eliminate terrorism and bring about normalcy in the State:

(b) if so, the details thereof and the results achieved so far; and

(c) when Government propose to hold elections in Punjab?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

The situation in Punjab is constantly under review and new steps/initiatives as considered necessary are taken from time to time. Accordingly in May 1990, a number of