

[English]

Rationalisation of DTC Bus Routes

*760. SHRI Y .S. MAHAJAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation service to commuters and its frequency of service is related to the growth and density of population of an area; and

(b) if not, the steps taken or proposed to be taken by the Delhi Transport Corporation Authorities to rationalise bus routes to provide satisfactory bus service to commuters of all areas?

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): (a) and (b). DTC is operating on 727 city routes, carrying about 46 lakhs passengers per day. The number of buses on various routes and the frequency of the services are based on traffic requirements and availability of resources. Route rationalization has been undertaken by DTC and this is a continuous process.

SHRI Y.S. MAHAJAN: Delhi is a huge metropolitan city. It is peculiar in one respect that the commuters are totally dependent mainly on the DTC bus system. As the Hon. Minister has said, 727 city routes carry an average 46 lakhs of people everyday. There are also the inter-State city routes which help in carrying about 2 lakhs more people. Because of the tremendous increase in the population in the city, the bus services have become totally inadequate.

I would like to know from the Hon. Minister whether the Minister or the Government will consider having rail route system connecting the east and the west of the city so as to reduce the burden on the bus system.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT

(SHRI RAJESH PILOT): Mr Speaker, Sir, this thought has been prevailing in the mind of the Government and we also are aware that the population of Delhi is going high. In the last one and a half to two years the population of Delhi has increased by 35%. So, this is a suggestion which is prevailing in our thinking and the Government has a proposal to have a unified transport authority where all these systems could be combined together and the commuter does not face the problem of changing from rail to the bus or from bus to the rail; this is being discussed and the Government will soon take a decision on this.

SHRI Y.S. MAHAJAN: My second question relates to the quality of bus service. The DTC is responsible for a number of accidents every year. In 1987, for instance, 181 lives were lost and in 1986, 170 and I believe, the number is increasing every year. This is because they have not got sufficiently large police force for regulating the traffic. The result is that the number of accidents is increasing. There is a bus shelter in front of my house; and I find that people have to get down from a moving bus and get into the bus when it is still moving; the buses do not stop. This is one of the reasons for accidents. I have never seen such a thing happening in Bombay. (*Interruptions*) In Delhi people have to get down from a moving bus and last week, I saw a person getting down and breaking his legs.

The second problem is that we are often hearing women being molested by rude conductors and the drivers in the buses. These incidents are also increasing. May I know whether the hon. Minister will take steps to see that the accidents are reduced and the molestations stopped?

SHRI RAJESH PILOT: Mr. Speaker, Sir, it has been a very sore subject and often it has been discussed in Parliament and the Government for its part have been taking very serious note of it and we have made efforts. We have improved the DTC in all the sectors, maintenance, operational revenue etc. But behaviors has been one

sore subject where efforts have not produced that much result. But they have produced results. I am glad to inform the House that the DTC has been awarded 'The National Productivity Council Award' as the best city passenger service, which itself.. *(Interruptions)*

It is not my judgement.

SHRI M. RAGHUMA REDDY: Is it a manipulated one or a real one?

SHRI SURESH KURUP: Then you can well imagine that is the state of affairs in other parts of the country. *(Interruptions)*

SHRI RAJESH PILOT: Sir, the DTC has worked very hard in the last three and a half years. We have really gone into each sector to improve upon the things. I need not harp on the fact that the DTC has been awarded the National Productivity Council Award that the DTC is the best. The National Productivity Council is an independent body, which considered every—transport in Bombay, Maharashtra and Andhra Pradesh—, where all units have been considered and on productivity basis, they have given the trophy. This is not a Government assessment or Department assessment. It is Productivity Council's assessment.

But I do share the feelings of the hon. Member that the behaviour has not improved to that extent. So we have carried out special courses for training the conductors. We have been giving them lectures every week and we have been taking disciplinary action against those people, wherever incidents have been reported to us. Last time the case of Munisha was reported. We had no bus number and no indication of any individual, still we could trace that individual and put him behind the bars within 9 to 10 hours of the incident. So the efforts from the Government side are on. But as the hon. member has said, the traffic culture of the City is also different. Here people never queue up. We put two thousand cops every day on the roads to help the people make

queue. But we cannot help when twenty people chat with each other and when the bus comes they run to get into the bus... *(Interruptions)*

SHRI SURESH KURUP: *

MR. SPEAKER: He is speaking without my permission. It is not being allowed. So, the Minister need not reply to that.

SHRI RAJESH PILOT: The Government efforts are on and if any hon. Member has any particular suggestion, he is most welcome to give it. I would like to take their cooperation to improve. Not only that we are also asking the public for suggestions to improve the system. In each region we have organised an open house. Whatever suggestions come we consider them.

SHRI CHANDRA PRATAP NARAIN SINGH : There is always place for improvement. I agree with the hon. Minister that DTC has improved ever since he took over. But as he had mentioned about the cultural aspect of Delhi. Now women in Delhi unfortunately do not get the right preference that they should get . If you see in areas where there are colleges or where there are working girls DTC has provided buses but in the rationalisation of services, I think, in front of girls' colleges and especially their working areas where there are lot of working girls special buses should be provided at times which should be also after night-fall otherwise they have to travel in the normal buses. Now for women and girls will the Minister look into the suggestions given by the girls' colleges instead of his own department?

SHRI RAJESH PILOT: Sir, we have ladies special normally on the routes where we find there are more working ladies. we have reserved seats for ladies but unfortunately gents sit on those seats and ladies cannot ask them to get up. I have seen it personally by travelling in buses that so many ladies request the particular commuters that the seat is reserved for ladies. *(Interruptions)* We have also received complaints in this regard and issued instructions. I have

seen ladies telling commuters that the seat is meant for ladies. The reply that comes is that he is getting down at the next stop whereas he does not. So many times conductors come and tell that the seat is reserved for ladies but pardon my saying the whole bus looks at it and few people get up and say that since the seat is reserved for ladies that particular commuter may vacate the seat. Now this culture will take some time to evolve. (*Interruptions*) As far as the suggestion of the hon. Member is concerned we will have more specials for the ladies and accommodate the suggestions coming from the colleges.

SHRI KHURSHID ALAM KHAN: I quite appreciate that the hon. Minister has been indulging in self-praises. I would certainly like to tell him that the efficiency of a mass transport system is adjudged by two factors—operational efficiency and the monetary return. Unfortunately DTC has failed to satisfy the passengers and it has also not been able to earn money. It is running into losses for several years. I appreciate the mass transport system by buses alone cannot solve the problem of Delhi. It is necessary that the present system should be rationalised and improved including the behaviour of the crew. In this do not take the shelter behind the factor that culture of the city is such. Delhi is known for its culture.

SHRI RAJESH PILOT: Mr. Speaker, Sir, whatever little I have learnt in politics Shri Khurshid Alam Khan has been teaching me since 1979 onwards. If at all something I have learnt in politics I have learnt it from Shri Khurshid Alam Khan. (*Interruptions*) I agree with him that operational and the financial aspect are the two factors. I have been informing the House that even today DTC has is the lowest fare in the country. For six km BEST charges 75 np to 95 np; Madras charges 70 np and Delhi charges 50 np. For fifteen km BEST charges Rs. 1.45 to Rs. 1.75 ; Madras Rs. 1.20 and Delhi charges Rs. 1. Another factor is that there is no other transport which gives concession to rehabilitation colonies, student concession, which costs us in term of roughly Rs. 25 to Rs. 28

crores per year. Rs. 12.50 is the fare for a student to go anywhere for amount. Sir, can you afford Rs. 12.50 at today's cost? These are the factors which have become a burden on the DTC. He has said about Delhi culture. It is also there.

They do not allow the rates to be raised. any, The Government is putting in their best efforts. As far as the operational efficiency is concerned, we have improved in fuel efficiency and we are saving on tyres, saving on the maintenance of the bus. There has been improvement. And that is why we have been able to reduce the losses and give a better service. As far the other factors which Mr. Khurshid Alam Khan referred to, we will continue to work hard on these and try to give satisfaction to the commuters. Behaviour is one thing which is very important where our efforts are on and we will see to it that the behaviour of the DTC improves.

[*Translation*]

MR. SPEAKER: Now your Guru might have become happy. Guru jinande tappne, chele jan chhidap.

SHRI BALKAVI BAIRAGI : He is not guru, but ustad.

MR. SPEAKER: It is one and the same thing. You have merely translated it.

[*English*]

MR. SPEAKER: Mr. Kurien.

SHRI CHINTAMANI JENA: I request that Question No. 763 and Question No. 764 may be taken together.

MR. SPEAKER: If the Minister has no objection, then it is all right.

SHRI SHYAM LAL YADAV: I have no objection. We can take them together.

Exploitation of Marine Wealth in Kerala

*763. PROF. P.J.KURIEN: Will the Minister of AGRICULTURE be pleased to state: