

## ORAL ANSWERS TO QUESTIONS

## Increase in D.T.C. Bus Fares

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\*242. SHRI K. LAKKAPPA:

SHRI SHYAM LAL  
DHURVE;

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the reasons for the recent increase in DTC bus fares in Delhi;

(b) whether along with the increase in fares, DTC has effected any improvements in bus services, such as introduction of new routes, increasing of frequency of existing services, maintaining punctuality etc.,

(c) if so, details thereof; and

(d) whether DTC has taken any steps to plug the loopholes, if any, in fare collections and with what results?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):—(a) to (d). A statement is laid on the able of the Sabha.

## Statement

(a) The erstwhile fare structure of the Delhi Transport Corporation had not kept pace with the increasing cost of operation over the years. The income from the fares was not adequate even to meet the working expenses. The losses were mounting year by year. Fares had, therefore, to be increased to offset a part of increasing losses.

(b) and (c) For the improvement of the services to be commuters in Delhi, the Delhi Transport Corporation has taken a number of steps to increase operational efficiency. It has increased its fleet utilization from 70 per cent in April, 1977 to 80 per cent in January, 1979 and has been carrying nearly 25 lakh passengers daily

as against 17 lakh passengers in April 1977. As many as 1037 additional trips to the far-flung colonies and 665 additional trips to the rural areas have been introduced since April, 1977. Peak hour services also have been introduced to meet heavy traffic demand during that period and to reduce waiting time. Surveys are undertaken from time to time to assess traffic demand on each and every route and frequency increased if so warranted. Ratio of trips operated to trips scheduled, which is a measure of dependability of service, increased from 83.78 in April 1977 to 90.81 in February, 1979.

(d) The Corporation has deployed a team of 244 members of its inspectoral staff to check ticketless travelling by passengers and non-issue of tickets by the conductors. With the intensification of this checking arrangement, it has been possible for the Corporation to increase its traffic income per k.m. from 144 paise in January '78 to 154 paise in January, '79.

SHRI K. LAKKAPPA: Mr. Speaker, Sir, the Delhi Transport Corporation is often called a 'Don't Trust Corporation'. We have been observing not only on the floor of the House but outside that it was subjected to a lot of criticism. I think that the hon. Speaker must have gone through the statement that the hon. Minister has given. Don't mistake me for a small preface regarding this question because it is only the hope and..

MR. SPEAKER: I am not surprised at all because it is invariable.

SHRI K. LAKKAPPA: It is a poor man's transport in Delhi. It is the worst type of poor man's transport provided by the Government organisation under the very administration of this Transport Ministry. Sir, the Minister has not stated what are the reasons for fare hike. It is a subject of criticism all round. We have

brought to the notice of the Government that the buses are running in such a shabby manner that it is not even safe to travel by them.

**SHRI VAYALAR RAVI:** Ladies have been raped.

**SHRI K. LAKKAPPA:** Not only that, molestation and eve-teasing have also been there. The attention of the Government was drawn to these things by a call attention. But this Ministry has been just repeating its performance...

**MR. SPEAKER:** Come to the question.

**SHRI K. LAKKAPPA:** Why is it that the hon. Minister has not come out with a proper reply to my question regarding the improvement in bus services and increasing the number of bus routes. He has not given even the statistical figures of utilisation of buses because old buses are in operation. What are the steps the Government is going to take to improve the situation, at what point of time?

**SHRI CHAND RAM:** I do realise that DTC has not been able to give the service that one would expect from the Transport Corporation of the Central Capital. But we have been able to make some improvements and they have been listed in reply to parts (b) and (c). DTC has increased its fleet utilisation from 70 per cent in April 1977 to 80 per cent in January 1979. Is it not an improvement? We have been carrying nearly 25 lakhs passengers daily as against 17 lakhs in April 1977. This has been possible by introducing 1087 additional trips to the far-flung colonies and 665 additional trips to the rural areas. Similarly we have increased the number of buses.

**SHRI K. LAKKAPPA:** He has not answered my question. Let him list

the specific steps. He is reading out his statement.

**SHRI CHAND RAM:** If the hon. Member is not satisfied with what I have said, what can I do? We have listed the various steps.

**SHRI K. LAKKAPPA:** Let him satisfy the people of this country.

**SHRI CHAND RAM:** If the hon. Member does not care to go through the reply, what can I do? (*Interruptions*)\*.

**MR. SPEAKER:** Don't record.

(*Interruptions*)\*

**SHRI CHAND RAM:** So many steps that we have taken have been listed in the answer itself. I do not know what else the hon. Member requires of me? So far as eve-teasing and other things are concerned, I have been meeting the DTC officials and also the traffic police officials and I have been impressing upon them to see that these things do not recur. I am again meeting them day-after tomorrow to see that these things do not occur again. We have to strengthen our checking staff and also the traffic police so that these things do not recur.

**SHRI K. LAKKAPPA:** No less a person than the Chairman of the DTC himself has made a statement that the daily loss of the DTC (Don't Trust Corporation) is to the tune of Rs 2 lakhs. Actually, it may be more. It may run to lakhs and crores of rupees. With a view to off-set the loss, instead of plugging the loopholes, they have increased the fares. It is a big hoax. I would like to know... (*Interruptions*)

Are you defending this corruption. Mr. Jyotirmoy Bosu? Kindly keep quiet. If you are defending corruption, I have no objection.

\*Not recorded.

This corruption is rampant and in addition to that the bureaucracy is running in such a manner that they have no control over it. Even these private...

SHRI JYOTIRMOY BOSU: I condemn this...

(Interruptions)\*\*

MR. SPEAKER: Mr. Bosu... (Interruptions).

SHRI K. LAKKAPPA: I take a very serious view of Mr. Jyotirmoy Bosu's disturbing me like this. I think you can take action. They have allowed private operators to go on these lines. They are taking money from the private operators. The Government organised sector has run into difficulties and also loss. This is the conspiracy among private operators.

MR. SPEAKER: Mr. Lakkappa, every question is a speech for you. Please put the question.

SHRI K. LAKKAPPA: This is a big hoax.

MR. SPEAKER: This is all right. Which is the hoax. I do not know?

SHRI K. LAKKAPPA: Let the Minister answer. Allow me to put the supplementary. Let the Minister reply.

The private operators in connivance with these bureaucrats are operating successfully to see that the Government organised sector is completely collapsed so that...

MR. SPEAKER: Mr. Lakkappa, what is your question?

SHRI K. LAKKAPPA: In view of large scale corruption, inefficiency and all these things and also the private operators operating in this sector, will the hon. Minister concede for a full-fledged enquiry consisting of a

Parliamentary Committee to go into all these things to see all round improvement in D.T.C.?

(Interruptions)

MR. SPEAKER: What is all this?

SHRI GAURI SHANKAR RAI: Kindly expunge the entire non-sensical...

SHRI K. LAKKAPPA: Why are you here for? I am asking a simple question. Do you want to defend this kind of charges?

(Interruptions)

MR. SPEAKER: Order, order I do not

(Interruptions)

MR. SPEAKER: Mr. Lakkappa

SHRI GAURI SHANKAR RAI: Kindly expunge the entire non-sensical...

SHRI K. LAKKAPPA: He has no business to defend. What are we here for?

MR. SPEAKER: On every question you make a speech.

SHRI K. LAKKAPPA: It is my right to put a question. It is my Constitutional right.

MR. SPEAKER: Mr. Minister, have you any further answer?

(Interruptions)\*\*

MR. SPEAKER: Don't record. Mr. Minister, have you any further reply? Please reply only to the question. Are you appointing a Parliamentary Committee?

(Interruptions)

**SHRI K. LAKKAPPA:** Mr. Speaker, have I put any irrelevant question?

**SHRI CHAND RAM:** Recently I appointed a Committee headed by Shri Shyam Charan Gupta. That Committee has given its Report. Various recommendations of that Committee are under examination. So far as the losses are concerned, they have been coming down from year to year and now the loss suffered by DTC runs into hundred crores and that is why the fare structures are being made commensurate with the expenses that D.T.C. have been incurring.

The working expenses excluding interest, depreciation, in 1977-78 were 227.65 per km. whereas the average fare was only 157 paise per km. Therefore, you can very well realise that even though the fares have been increased but still we will suffer loss to the extent of more than Rs. 5 crores annually and these losses would be working losses and the depreciation and interest charges will be extra.

**SHRI V. ARUNACHALAM ALIAS 'ALADI ARUNA':** The conditions is very poor. Apart from the Central Government aid...

(Interruptions)

**SHRI V. ARUNACHALAM alias 'ALADI ARUNA':** Has DTC received any loan from the World Bank for improvement of the bus service? How much amount has been utilised?

**SHRI CHAND RAM:** did not catch.

**SHRI V. ARUNACHALAM ALIAS 'ALADI ARUNA':** Has this Government received any loan facilities from the World Bank for improvement of bus facilities as we have received in Tamilnadu?

**SHRI CHAND RAM:** The Central Government does provide the assistance. So, there is no necessity for World Bank loan.

**SHRI DINEN BHATTACHARYA:** What is the total number of buses under the DTC? How many buses ply on the routes and how many buses are in the workshops for break-down works? How many hours a bus plies within the periphery of Delhi?

**SHRI CHAND RAM:** The total number of buses is 2300. Besides this, 600 private buses have been hired by the DTC in order to meet the demand of the rising traffic. So far as other things are on concerned, I require notice.

संसद् की सलाहकार समितियाँ

\* 244. श्री नवान सिंह चौहान :

श्री विजय कुमार एन. पाटिल :

क्या संसदीय कार्य तथा अम मंत्री यह बताने की कृपा करेंगे :

(क) संसद् की सलाहकार समिति के सदस्यों की शक्तियाँ क्या हैं ;

(ख) उन मामलों से निपटने के लिये क्या व्यवस्था की गई है जिन में सदस्यों को गलत सूचना दी गई हो प्रथम तथ्यों को छिपाया गया हो ;

(ग) क्या इन समितियों को और अधिक शक्तियाँ देने का विचार है ;

(घ) यदि नहीं, तो इसके क्या कारण हैं ; श्री

(ङ) क्या वर्तमान सरकार ने इस बारे में कोई परिवर्तन किये हैं ?

**THE MINISTER OF PARLIAMEN- TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA):** (a) The powers of the Consultative Committees of Parliament are governed by the Guidelines formulated in consultation with Political Parties/Groups in Parliament (copy of which is attached).

(b) No case of furnishing wrong information or concealment of facts has been brought to the notice of this Department so far.