

श्री राम विलास पासवान : मैं-मंत्री महोदय को, और खास कर श्री पांडे को, बताना चाहता हूँ कि मोकामेह और बड़हैया की लाइन पर, जो बक्सर तक चली जाती है, यात्रियों का जीवन कभी सुरक्षित नहीं है। माननीय सदस्या, श्रीमती कृष्णा साही, भी यही बात कहेगी। उधर बगूसराय वाली लाइन की भी यही दुर्घति है। यह एक दिन की घटना नहीं है, बल्कि बराबर ऐसी घटनायें होती हैं। कोई भी, किसी भी स्तर का, पैसेंजर हो—बी आई पी, मिनिस्टर, एम पी या एम एल ए हो—, किसी का भी जीवन सुरक्षित नहीं है। चोरी डकैती वहाँ का परमनिष्ठ फ़ीचर हो गया है। कोई घटना होती है, मंत्री महोदय वहाँ उसके बारे में जवाब देते हैं। उसके बाद लगातार घटनायें होती रहती हैं। मैं यह जानना चाहता हूँ कि क्या मंत्री महोदय ने इस समस्या का कोई निदान निकाला है, यदि हाँ, तो वह क्या है। क्या सरकार इस हाउस को एंशोर कर सकती है कि ऐसी घटनाओं को रोकने के लिए पग उठाए जायेंगे और भविष्य में ऐसी घटना नहीं घटेगी ?

रेल संज्ञी (श्री केदार पांडे) : इसमें दो बातें हैं : एक आर पी एफ है और दूसरा जी आर पी। यह सही है कि उस एरिया में इस तरह की घटनाएं होती हैं। कुछ अन-आर्डर्ड सिपाही ट्रेन में जा रहे थे और वे इस घटना को नहीं रोक सके, और उसका बुरा असर हुआ है। हम वहाँ ध्यान देंगे और ज्यादा कानसेण्ट्रेटेड करेंगे ताकि इस तरह की घटना न घटे।

श्रीमती कृष्णा साही : अध्यक्ष महोदय, मैंने मोकामेह का दस बरस तक प्रतिनिधित्व किया है और अब बड़हैया का भी प्रतिनिधित्व कर रही हूँ। मैं मंत्री महोदय से यह जानना चाहती हूँ कि क्या उन्हें इस बात की जानकारी है कि जो

जी आर पी या पुलिस वहाँ पर पोस्टिड होती है, उसी की सांठ-गांठ से रेलवे में डकैतियाँ होती हैं। मैं कहना चाहती हूँ कि सारे हिन्दुस्तान में माल-गाड़ियों से सामान की जितनी चोरी होती है, उसमें सब से ज्यादा गरहड़ा यार्ड से होती है, जो वहाँ पर है। मैंने इस ओर मंत्री महोदय का ध्यान दिलाया है, लेकिन अभी तक कोई कार्यवाही नहीं हुई है। सारे हिन्दुस्तान में जितनी चोरी होती है, उसकी 50 प्रतिशत चोरी वहाँ पर होती है। वहाँ पर डकैती एक नहीं, अनेक हुई हैं। क्या सरकार इस समस्या का समाधान करने के लिए भविष्य में वहाँ पूरी पुलिस प्रोटेक्शन और आर्डर्ड गार्ड की व्यवस्था करेगी ? मंत्री महोदय यह साबित कर देंगे कि वहाँ पर जे०आर०पी० के चार सिपाही थे, लेकिन वे सिपाही नहीं थे। वहाँ आर्डर्ड गार्ड के बिना काम नहीं चल सकता है। क्या सरकार इस बात की व्यवस्था करेगी कि लोगों के जानो-माल की सुरक्षा के लिए वहाँ पर आर्डर्ड गार्ड रखे जायें ?

श्री केदार पांडे : हम उस पर विचार करेंगे।

Transport System in the Capital

*648. SHRI JAGDISH TYTLER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the traffic conditions in Delhi are becoming chaotic due to the continued negligence of the transport system in the capital; and

(b) if so, the measures under contemplation by Government to rectify and ease the situation?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) No Sir. However, there are problems of congestion in some areas particularly within the walled city.

(b) Every effort is being made by the Government, local authorities, Delhi police as well as the Delhi Transport Corporation to ease the traffic situation and improve its flow. The carrying capacity of mass transport system by Delhi Transport Corporation is being increased. 630 new buses have been added to the DTC fleet during 1980-81. Electrified ring railway system is under construction and is expected to be completed by the middle of 1982. Seven flyovers are being constructed, roads widened and inter-sections improved. Transport Nagars are being set up outside congested areas so as to eliminate idle parking in busy areas. Necessary traffic restrictions are also imposed so as to allow smooth traffic movement. The Motor Vehicles Act is also proposed to be amended to make its provisions more effective.

SHRI JAGDISH TYTLER: The first question that the hon. Minister has replied is wrong and the second is partly wrong and partly right. The traffic problem is common all over Delhi.

The first thing I would like to point out to the hon. Minister is that the number of vehicles is increasing in Delhi and the number of vehicles which are registered in Delhi, if they compare the registrations of vehicles with the number of licences they are issuing, it is half the number of licences which they are issuing and it is more than half, the licences are double the number of vehicles' registrations which are being made in Delhi. That will give a clear indication that the licensing people are either corrupt or, if they are not that corrupt, that most of the people are driving vehicles in Delhi without licences. It is also true that quite a number of cars, vehicles, in Delhi are driven by unlicensed people and untrained people. Now, they have got so-called recognised driving schools. I ask the hon. Minister to give me one name and Rs. 400/-, sitting at home, a person may be alive or may not exist, and give him a full licence to drive a

car. This is what is happening in Delhi.

Now, I put my first supplementary on this....

MR. SPEAKER: All this was the background?

SHRI JAGDISH TYTLER: I would also like to tell him about the so-called mobile courts. If you happen to pass by in Delhi and see a magistrate sitting, you will be able to find that out of 10 people they have stopped for fines, 3 or 4 persons pay the fine and I do not know where the money goes from the rest of 7 persons. It is also evident that if a person happens to be influential, if a person happens to know somebody, and, if he is a national leader he is told with all dignity and the policeman gives him a proper signal to go with all honours. It has happened with me; it has happened with certain other people also. Why should discrimination be done by those mobile courts and the so-called magistrates who are sitting to fine the people who are violating the traffic rules?

Now, my first supplementary is, whether the Government is considering the confiscation as well as the endorsement of offences in the driver's licence and will the rules and regulations and the requirements for the grant of a driving licence for all types of vehicles would be made stringent and foolproof to eliminate corruption, neglect and vested interest?

SHRI VEERENDRA PATIL: I was under the impression that so far as Delhi traffic is concerned, the congestion is growing....

MR. SPEAKER: There is also a question of population explosion.

DR. SUBRAMANIAM SWAMY: You cannot help the Minister like that.

SHRI VEERENDRA PATIL:because the population of Delhi is growing. According to the 1981 Census, the population of Delhi is today 62

lakhs. So far as the vehicles' strength is concerned, the number of vehicles has increased according to the figures that are available with me. In 1961, the total number of vehicles only 41,000 and today there are nearly 5 lakh vehicles in Delhi and the increase is 1088.3 per cent. The vehicular density per sq. mile in 1961 was 125.5 and, in 1978, it was 1006.05. Particularly bicycles were only 2.4 lakhs in 1961, today there are 12 lakh bicycles.

Now, while the population is growing, the condition of roads, the capacity of roads, is almost static. Unless we widen them, there can be no improvement. Again, there is a problem as to what extent it is possible for us to widen roads. In order to widen roads, we have to cut trees and we have to acquire more land and buildings on either side of the roads. This is a very complicated problem. According to my assessment, the only answer to this problem is that a fast railway, overground and underground, has to be introduced. I think, this is not a problem only confined to Delhi. It is a problem confined to all the cities having more than 2 million population.

The hon. Member has asked about the licensing system and all that. Checking and licensing is being done by the Delhi Administration and it is a police matter falling within the purview of the Delhi Administration. I will look into this matter. That is all I can say.

SHRI JAGDISH TYTLER: My second supplementary is regarding mobile courts. I just like to put a very pointed question to you. May I know whether the present system of mobile courts for the penalisation of traffic violations functions in an arbitrary way and fines imposed are on the whims of the Magistrates concerned and the policemen on duty? The Act has been in force in Delhi for quite some time and this question has not arisen today. If you take the record of the last ten years, you will find that this problem has been there all these

years. After all, whatever decisions you say that you have taken are to solve our problems. This is Government's problem. I have in my Calling Attention on DDA acquiring land, mentioned about Delhi being the national capital as one of the reasons, because of which this congestion is bound to increase. This congestion of traffic of population, is something which you can stop. It is a problem facing Delhi and not a problem of somebody.

MR. SPEAKER: He does not want whimsical courts. That is what you say.

SHRI VEERENDRA PATIL: So far as the suggestion which he made about mobile courts is concerned, I would like to tell the Hon. Member and also the House that we are considering all these things by amending the Motor Vehicles Act. This is under active consideration. We want to amend the Motor Vehicles Act in order to streamline the procedure of issuing the driving licences and then eliminating malpractices as far as possible. The House will have an opportunity to consider these matters when the Bill is introduced in this House and we will consider the question of introducing the mobile courts also.

DR. SUBRAMANIAM SWAMY: Mr. Tytler is a little out of date. He says it requires only Rs. 400/- to get a fake licence. It costs only Rs. 50/- to be excused in case you are caught for driving without a licence. Why should anybody pay Rs. 400/-?

SHRI SATISH AGARWAL: Won't you, Mr. Patil, have a Committee appointed?

MR. SPEAKER: Mr. Swamy is very economical.

DR. SUBRAMANIAM SWAMY: The question is about traffic conditions due to continued negligence of the transport system. The Minister gave a small hint that the only solution is rapid transport system. Could he tell us what proposals are being considered at present for bringing about rapid transport system in Delhi?

SHRI VEERENDRA PATIL: That is what I have said in my reply. The Ring Railway system is going to be introduced and underground and overground railway system should be introduced. That is my suggestion. I said that according to my assessment, the solution lies in the introduction of underground and overground railway systems.

DR. SUBRAMANIAM SWAMY: Is there any proposal?

SHRI VEERENDRA PATIL: It is not for me or for my Ministry to consider the proposal. It is for the Railway Ministry to consider the proposal. That is why I say that it is my suggestion.

DR. KARAN SINGH: Mr. Speaker, Sir, the Minister has denied that traffic conditions in Delhi are chaotic. It is a semantic problem as to where congestion ends and chaos begins; because the line is very thin. In many places, in fact, I would submit, that it is gradually drifting over to chaos. The Minister mentioned about the walled city. May I ask him whether he is aware that even in New Delhi which is supposed to be the model, as it were, of world capitals, there is such congestion, for example, at Janpath and near Scindia House. I am a book-lover. I go to a book shop there. If you go there, cars are parked on both sides, it is impossible for anybody, it is a driving test in fact to be able to just manipulate the car through those 100 metres. There are places like this in the capital itself. Will the Hon. Minister assure the House that, apart from the long-range measures, the underground railways or ring railways or whatever you have will the Ministry take urgent steps so that the well-established bottlenecks in New Delhi and Delhi are very urgently looked into within the next six or eight months?

SHRI VEERENDRA PATIL: It is a suggestion.

श्री धर्मदास शास्त्री : अध्यक्ष महोदय, मैं आपका आभार प्रकट करता हूँ कि आपने मुझे प्रश्न पूछने की अनुमति दी। माननीय मंत्री जी ने अभी दिल्ली की बस सेवा के

जो आंकड़े बताए हैं उनसे दिल्ली वालों को तसल्ली नहीं होगी। मंत्री जी बतायेंगे कि क्या कभी उन्होंने स्वयं जा कर दिल्ली की भाड़-भाड़ देखी है और उसके साथ साथ...

अध्यक्ष महोदय : आप ले कर क्यों नहीं जाते हैं ?

श्री धर्मदास शास्त्री : मैं जानना चाहता हूँ क्या उन्होंने कभी स्वयं जाकर भाड़ देखी है ?

दूसरी बात मैं यह कहना चाहता हूँ कि क्या इन्होंने दिल्ली की बस व्यवस्था को आदर्श-व्यवस्था बनाने के लिए कोई मास्टर-प्लान तैयार किया है ? यदि किया है, तो उसमें उन्होंने क्या-क्या प्रस्ताव प्रस्तावित किए हैं ? मैं यह भी जानना चाहता हूँ कि यहाँ कि बस व्यवस्था में बहुत से प्राइवेट आपरेटर हैं, जो कि धांधलेबाजी करते हैं, तो क्या दिल्ली परिवहन एक सिस्टम लागू करने के लिए तैयार है ?

श्री वीरेन्द्र पाटिल : जहाँ तक दिल्ली का बस व्यवस्था का सवाल है, जैसा कि मैंने अपने रिप्लाय में कहा है कि 1980-81 में 530 बसों को बढ़ा दिया है और हमारी प्रयोजना है कि 1981-82 में 325 बसों को और बढ़ा दिया जाएगा। लेकिन एक्सपर्ट्स का जहाँ तक सवाल है, वे कहते हैं कि दिल्ली में जितनी रोड्स हैं, उनकी कैपैसिटी 400 बेगन से ज्यादा नहीं है, इसलिए दिल्ली में बस बढ़ाने से समस्या हल होने वाली नहीं है। जैसा कि डा० कर्ण सिंह जी ने कहा है कि कन्जेशन बढ़ रहा है, इसलिए नहीं कि बसों की व्यवस्था अच्छी नहीं है, बल्कि यहाँ पर वैहिकुलर पोपुलेशन बहुत ही बढ़ रही है। इसलिए इस सवाल

का जवाब यही हो सकता है कि जब तक हम मैट्रो सिस्टम, अण्डर ग्राउंड सिस्टम और रेलवे सिस्टम को इंट्रोड्यूस नहीं करेंगे, तब तक समस्या हल नहीं होगी ।

पटपादा गांव के किसानों से अधि-
गृहीत की गई भूमि

* 649. श्री नेहाल सिंह : क्या रेल मंत्रों निम्नलिखित जानकारी दर्शाने वाला विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) रेलवे लाइन और रेलवे बोर्ड यार्ड बनाने के लिए गांव पटपादा, परगना मवाई, तहसील चन्दौली, जिला वाराणसी के प्रत्येक किसान से कितनी भूमि का अधिग्रहण किया गया ;

(ख) क्या इस प्रकार अधिगृहीत भूमि के लिए मुआवजे का भुगतान कर दिया गया है और यदि हां, तो किस मूल्य पर;

(ग) क्या सरकार को उन किसानों के शिक्षित बच्चों को रेलवे में रोजगार उपलब्ध कराने के लिए अभ्यावेदन प्राप्त हुए हैं जिनकी भूमि रेलवे लाइन और रेलवे यार्ड बनाने के लिए अधिगृहीत की गई है; और

(घ) यदि हां, तो इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही की जा रही है ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS(SHRI MALLIKAR-JUN): (a) and (b). Tenanted land measuring 22.73 acres was acquired from 71 farmers of Village Patpada in connection with remodelling of Mughal-sarai Yard.

The area of the land acquired from each farmer and the compensation paid is furnished in the statement laid on the table of the House.

(c) No such representation has yet been received by Eastern Railway.

(d) Does not arise.

Statement

List of land owners, approximate area and compensation involved.

Sl No.	Name of land owners	Area	Total cost Rs.
1	Rain Adhar S/o Ram Jagat	11	311.07
2	Ramautar S/o Ram Jagat	34	961.47
3	Chirkit S/o Bijibh	0.02	3,216.2
4	Babulal S/o Mevalal	0.1	186.72
5	Nar Singh S/o Sukhudeo	11	330.36
6	Shivabhadra S/o Lalata	0.06	253.37
7	Sukhananda S/o Hira Man	0.01	823.45