

(f) Some unscrupulous staff have been indulged in malpractices.

(g) Yes, Sir, Frequent surprise checks are conducted by the Railway Officers, Senior Supervisors, Ticket Checking staff and Vigilance staff with the help of Police and RPF personnel. These checks have been intensified since March, 1981. During the period 1st March, 1981 to 31st December, 1981 as many as 1.47 lakh checks were conducted.

As a result of these intensified checks, 2.49 lakh persons, on an average every month, were detected travelling without ticket or with improper ticket during the period 1-4-81 to 31-12-1981 as against 2.01 lakh and 2.07 lakh persons during the corresponding period of 1980-81 and 1976-77 (the best year for ticket checking) respectively. The results achieved during the year 1981-82 are now the best ever achieved, despite difficult law and order situation in certain parts of the country.

(h) Estimates of the loss incurred by Railways on account of ticketless travel are not made from year to year and as such separate figures of the loss of revenue during 1980-81 and 1981-82, on this account are not available. On the basis of sample checks conducted on all Indian Railways during the year 1976-77, the losses on non-suburban sections, on account of ticketless travel was estimated to be of the order of about Rs. 18 crores per annum. During the year 1980-81, 24.60 lakh persons were detected travelling without ticket or with improper ticket and a sum of Rs. 407.64 lakhs was realised as railways dues. During the year 1981-82, upto December, 1981, as many as 22.40 lakh persons were detected travelling without ticket or with improper ticket and a sum of Rs. 396.25 lakhs was realised as railway dues.

**Loss on D.T.C. vis-a-vis B.E.S.T. of Bombay**

\*260. SHRI ATAL BIHARI VAJ-PAYEE:

SHRI RAM PRASAD  
AHIRWAR:

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

(a) how does the present loss of D.T.C. per kilometre compare with that of B.E.S.T. of Bombay; and

(b) if the D.T.C. loss is more, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESRI): (a) As compared to BEST's net loss of 91.06 paise per Km. during the year 1980-81, DTC's loss for the same period has been 186 paise per Km. plus about 71 paise being prior period adjustment of the penal interest.

(b) The higher incidence of loss in D.T.C. is attributed to the following major causes:—

- (1) DTC's fare structure is low and the fares have not kept pace with the rising cost of operations.
- (2) The average lead of BEST buses per passenger is 5.5 Kms. against 11.5 Kms. for DTC.
- (3) There are no concessional fares in the BEST, but the DTC has been giving concessions in respect of all-route student passes and to the residents of re-settlement colonies.
- (4) As on 31-3-81, the interest liability on the loans and the borrowings of the DTC has been 100.54 paise per KM. while that of BEST it was 32.62 paise per KM.