

SHRI BUTA SINGH: The purpose of our Ministry is limited. We are only screening the proposals submitted for the approval of the Central Government. Beyond that, the execution and implementation of construction of roads is done by three different agencies viz. NDMC, DMC and DDA. The hon. Member mentioned about a certain road. I will certainly look into it and if we find that there is something wrong, we will certainly take action.

MR. DEPUTY-SPEAKER: Next question—Shri K. Pradhani... Next Question—Shri Ashok Gahlot. ... Next question—Shri Ramavatar Shastri.

विभागीय खान-पान व्यवस्था

*916. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :
(क) क्या सरकार का नीति विभागीय खान-पान व्यवस्था की धीरे-धीरे विस्तार करने जा रही है;

(ख) यदि हां, तो क्या सरकार ने इस सम्बन्ध में विद्यमान नियमों में ढील देते हुए खान-पान संबंधी गैरसरकारी व्यवस्था शुरू करने के लिए कोई निर्णय लिया है;

(ग) यदि हां, तो उसके क्या कारण हैं; और

(घ) यदि नहीं, तो मुजफरपुर से दिल्ली के बीच चलने वाली जयन्ती जनता एक्सप्रेस और कुछ अन्य गाड़ियों में विभा-

गीय खान-पान व्यवस्था को ठेकेदारों को गैरसरकारी खान-पान व्यवस्था में बदल दिये जाने के क्या कारण हैं ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d) A statement is laid on the Table of the Sabha.

Statement

Catering services on the railways are rendered both departmentally and by contractors. Whereas it is the policy of the Government that departmental as well as contract catering should co-exist and complement each other, bulk of the catering services are rendered by the contractors. Departmental catering is undertaken only at certain selected stations and in trains.

If a catering establishment runs at loss, efforts are made to first cut down the loss. If the establishment does not improve in spite of these efforts, the departmental service can be substituted by a contractor service. The mobile catering service on the Jayanti Janata Express was replaced by private catering to cut down losses.

श्री रामावतार शास्त्री : उपाध्यक्ष जी, यह बड़ा महत्वपूर्ण प्रश्न है। माननीय मंत्री जी से जानना चाहता हूँ क्या सरकार ने खान-पान की विभागीय व्यवस्था को धीरे-धीरे समाप्त करने का निर्णय लिया है ? यदि नहीं, तो पिछले दो वर्षों का विभागीय और ठेकेदारों की खान-पान की यूनिटों का ब्यौरा क्या है ? मैंने यह इसलिए पूछा है कि इसी से पता चल जायगा कि धीरे-धीरे प्रायः इसको समाप्त कर रहे हैं या नहीं ?

श्री मल्लिकार्जुन : मान्यवर, जिस ढंग से माननीय सदस्य की कल्पना है, उस तरीके से सरकार का विचार नहीं है।

श्री रामावतार शास्त्री : : मान्यवर, एक व्यक्ति को कितने लाइसेंस देने की सरकार की नीति है और क्या कटिहार के किसी अग्रवाल परिवार को विभिन्न नामों से 20 से भी अधिक लाइसेंस दिये गये हैं क्या सरकार इसकी जांच करवाने को तैयार है ? जयन्ती जनता एक्सप्रेस में, यह झूठ कहा गया है, कि घाटा होता है बल्कि इस के नाम पर किसी चहेते को दिया गया है ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): Sir, it is the accepted policy of the Government to departmentalise the whole system wherever it is possible. It is not that we can departmentalise wherever it is not possible. But, wherever it is possible, we have been giving it to the private contractor also. But, Sir, I have already answered the question on the floor of the other House. If there is any deviation from departmentalisation... (Interruptions).

SHRI RAMAVATAR SHASTRI: What is your policy? How many people will be given?

SHRI C. K. JAFFAR SHARIEF: If it is a sick, unit, we give it to a single person we have made it an employment oriented scheme. There is no question of going against the interests of the department...

MR. DEPUTY-SPEAKER: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Mini Buses Operating in the Capital

*909. SHRI N. E. HORO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that mini bus operators in the Capital drive very rashly and take dangerous overtakings and use unusual sounding horns, overload the buses to double the capacity and some time more while professional pick-pockets operate in these buses in collusion with the bus owner or driver and conductor;

(b) whether Government are aware that due to rash driving and dangerous overtaking in 80 per cent of the accidents in Delhi, Mini buses are involved; and

(c) if so, the steps Government propose to take to eliminate these problems?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Some of the Mini bus operators in the Union Territory of Delhi have been found indulging in these malpractices.

(b) While some mini buses are involved in accidents due to rash driving and dangerous overtaking, it will not be correct to say that their involvement is of the order of 80 per cent.

(c) To eliminate accidents—

(i) the maximum speed limit for various types of vehicles has been specified on different roads in keeping with the traffic volume on the roads.

(ii) Enforcement of traffic rules has been intensified.

(iii) Road Safety Education is imparted to the drivers, children in schools, pedestrians etc. through the media of exhibitions, banners, lectures, distribution of literature etc.

(iv) The Commercial conductors/drivers are regularly being trained