

the IAC a few months ago. We use instrument landing system which is not there at the airport at Trivandrum. This year very high frequency omnirange will be established and the services are going to be extended.

SHRI C. K. CHANDRAPPAN : May I know whether the Government of Kerala had requested the Centre to make available all the necessary modern facilities in that airport and what is the decision of the Government on that ?

DR. SAROJINI MAHISHI : Yes, Sir ; necessary facilities will be provided at the airport at Trivandrum, as early as possible.

SHRI N. SREEKANTAN NAIR : There were four flights from Bombay to Cochin and there is only one flight now. In view of the fact that even Members of Parliament find it difficult to get connections from Bangalore to Cochin, will the Government expedite the starting of the new Boeing 737 flights ?

DR. SAROJINI MAHISHI : We are extremely sorry for the inconvenience caused to the Members of Parliament travelling between Bombay and Cochin. The services between Bombay and Cochin are *via* Goa and another one *via* Relgaum, Mangalore, Cochin. From 15 October the services between Bombay, Goa, and Cochin, Bombay Bangalore Cochin and Bombay Belguam Mangalore Cochin—all these services will start and Boeing services will be up to Goa Bangalore and further on the service will be by HS 748.

श्री कूलचन्द्र वर्मा : अध्यक्ष महोदय, मैं आपके माध्यम से माननीय मंत्री महोदय से पूछना चाहता हूँ कि जेट विमानों के उतरने के लिये जो रन-वे का निर्माण किया जाता है उसके सम्बन्ध में केन्द्रीय सरकार की नीति सभी प्रान्तों पर एक जैसी लागू होती है ? यदि आपका उत्तर हाँ में है तो मध्य प्रदेश में इन्दौर रायपुर पर भी यही बात लागू होगी ?

डॉ० सरोजिनी माहिशी : केन्द्रीय सरकार की नीति सभी प्रान्तों के लिए एक ही है। इन्दौर

हवाई अड्डे पर कुछ कठिनाइयाँ थीं लेकिन अब इन्दौर के लिए अक्टूबर तक उड़ानें आरंभ हो जायेंगी।

Steps to Improve the Working of Delhi Transport Undertaking

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*577. **SHRI S. M. BANERJEE :**
SHRI B. S. BHAURA :

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

(a) the steps taken to improve the working of D.T.U. ; and

(b) whether more buses are likely to be introduced ?

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS, AND IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI OM MEHTA) : (a) and (b). A statement giving the information required is laid on the Table of the Sabha.

Statement

STEPS TO IMPROVE THE WORKING OF THE DELHI TRANSPORT UNDERTAKING

(a) and (b). The Delhi Transport Undertaking has taken the following measures to improve the bus services operated by it in the Capital :—

- (i) The Undertaking has drawn up a phased programme for the replacement of the over-aged buses (i.e. vehicles over 8 years old) and purchase of additional buses to augment its fleet to meet the increasing requirements of commuters. Orders for the purchase of 309 single and double decker buses were placed during 1969-70 and 1970-71. Against this, 196 buses have been received and put on road. Most of these buses are being operated as express services on payment of an extra amount of 5 paise per head per journey. The new buses have larger carrying capacity. The remaining 109 buses are also expected to be received in the course of

the next three months in accordance with the stipulated delivery schedule.

The Government gave a loan of Rs. 130 lakhs to the Delhi Transport Undertaking during 1969-70 and of Rs. 178 lakhs during 1970-71 for the purchase of buses. Loans are also proposed to be given during the current financial year for the purchase of buses, as and when payments become due to the chassis suppliers and body building firms.

- (ii) A radio communication system and a well-knit telephone net work have been set up ; field officers are posted and time regulation is watched at all important points.
- (iii) Maintenance points have been established in the network of the Undertaking's operational area to attend, on the spot, to minor defects which develop in the buses on the road.
- (iv) Regional control of depots and operation has been introduced so that senior officers are able to pay personal attention to operational matters besides depot administration.
- (v) Unserviceable vehicles are being converted into trailers, after renovating the bodies, to be run as trailer buses on selected routes.
- (vi) Old buses are being removed from normal duty for use as school buses and for special hire purposes.
- (vii) Intensive checking of ticketless passengers has been launched.
- (viii) Servicing and daily maintenance is being done at night under the supervision of senior officers.
- (ix) Private buses under D.T.U. operation have been engaged to cover the shortage of its own buses.

- (x) Stores and Workshops are being streamlined by the Undertaking so as to help in deploying the maximum number of buses on road.

SHRI OM MEHTA : Sir, in the statement, there is a small typing error. It is said there that "Orders for the purchase of 309 single and double decker buses were placed during 1969-70 and 1970-71." It should be 305.

SHRI S. M. BANERJEE : From the statement it appears that adequate steps have been taken by the Delhi Transport Undertaking. But I would like to know whether it has been brought to the notice of the hon. Minister that the behaviour in the buses, both of the drivers and the conductors, is awful, and sometimes the passengers are thrown out of the buses ; the students also receive the same fate. I would like to know whether instructions have been issued to the staff concerned that they should at least be courteous to the passengers, even though there may not be accommodation.

I would like to know further whether it is a fact that passengers having tickets also are produced before the magistrate ; after boarding the buses, they are turned out, and some of them were fined Rs. 25, Rs. 35 and Rs 45 by the magistrate. If so, what steps have been taken by the Government to ask the DTU authorities not to do such things ?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND SHIPPING AND
TRANSPORT (SHRI RAJ BAHADUR) :
As hon. Members know, the DTU functions under the Delhi Municipal Corporation I am sure the Delhi Municipal Corporation supervises the staff, and the management. They do take due care and I believe they are anxious to see that the conductors and other members of the staff behave with the people who are their masters with due decorum, decency and courtesy. I have no doubt that.

In regard to the other question about the magistrates, etc., I do not exactly understand what he means.

SHRI S.M. BANERJEE : About the fine. Even today, there was one student

who has been fined Rs. 25. I hope the Minister reads the newspapers. (*Interruption*)

MR. SPEAKER : Order please. He may put his next question.

SHRI S. M. BANERJEE : May I know whether it is a fact that a decision would be taken by the Government to convert the DTU into an autonomous public corporation and, if so, the reason for the delay why it is not being done, and whether it is objected to by the Delhi Administration and, if so, how the objection is going to be met by the Government ?

SHRI RAJ BAHADUR : There is a demand from the people, which is really growing, for converting the DTU into a Corporation, but it involves so many factors. We have to take the Delhi Municipal Corporation with us, because it would amount to a major step, and it will certainly take away the management of the DTU from the Corporation, and it may not be liked by the concerned parties. We would like to have, in this case, as much consensus as possible.

SHRI S. M. BANERJEE : The question is whether they have accepted the principle.

SHRI RAJ BAHADUR : We shall consider this proposal sympathetically.

SHRI H. K. L. BHAGAT : May I know whether it is a fact that the Government of India appointed a committee sometime ago to go into the affairs of the DTU, particularly its financial condition, and, if so, what were the findings of that committee and in the light of those findings, what action do the Government of India propose to take ?

SHRI RAJ BAHADUR : Of course, a committee was appointed and it advised that it should raise the fares. In fact—well, my colleague will read the recommendations.

SHRI OM MEHTA : The recommendations are : the present organisational structure of the DTU is not satisfactory, and the existing arrangement should be

replaced by a statutory corporation ; the Board of Directors of the Corporation should be selected strictly on the basis of skills, and experience useful to a transport undertaking ; the Board should be capable of reviewing operations and recommending improvements ; the chief executive should be a person responsible for the management of the corporation at the top level, and he should be a member of the Board of Directors. There should be a larger delegation of powers for the Chief Executive and other managerial staff so as to ensure optimum performance. There have been more than 5 changes in the post of General Manager of DTU during the last 12 years, although under the Delhi Municipal Corporation Act, the tenure is five years. The concerned authority should avoid frequent changes in top management personnel.

SHRI RAJ BAHADUR : A recommendation has been made that the fare should be increased, but somehow or other, it has not found favour with the elected members of the Corporation.

श्री मान सिंह भौरा : मंत्री जी ने स्टेट-मेंट में लिखा है कि "Private buses under DTU operation have been engaged to cover shortage of its own buses" यह ठीक है कि बसेज की शॉर्टेज है इसलिए जो डी० टी० यू० प्राइवेट औपरेटर्स को ऐनोज करती है इसलिए नहीं करती है कि प्राइवेट औपरेटर्स को कोई फायदा पहुंचाया जाय। तो क्यों नहीं डी. टी. यू. डायरेक्ट बसेज खरीद कर खुद चलाती जिससे उसको फायदा हो ?

श्री राज बहादुर : अगर माननीय सदस्य का यह मंशा हो कि बजाय इसके डी. टी. यू. के तत्वावधान में चलें, वह सीधे उनको परमिट दे दे तो मैं समझता हूँ.....

SHRI S. M. BANERJEE : Why have private buses been put ?

SHRI RAJ BAHADUR : There is a shortage of buses and to meet the requirements of the travelling public, we want to augment our fleet with private buses. I am talking on behalf of the Corporation,