

ister may answer and I want to know whether a CBI inquiry will be instituted against the Drug Controllers who have committed these lapses, to thoroughly enquire and apprehend the black-marketeer, and all those people? I request the hon. Minister to take action and I will give all the evidence at my command, against all those pharmaceutical companies. Will you, Sir, ask the Government to institute a CBI inquiry against the drug controllers of Delhi, Maharashtra and Tamil Nadu?

**KUMARI SAROJ KHAPARDE:** The hon. Member has made certain observations about the functioning of the drug controllers and others. I am grateful to him that he has brought to my notice all these things. I can assure the Members that I will definitely look into the whole matter and see that this kind of things will not recur in future. Regarding the Ghaziabad laboratory, about the delay, the hon. Member was very much annoyed. I may say that it is a statutory laboratory...*(Interruptions)*

**DR. KRUPASINDHU BHOI:** That is an obsolete one. The entire doctor community is blamed in the country ....*(Interruptions)*

**KUMARI SAROJ KHAPARDE:** Test like Sterility test, Toxicity, will take some more time. I think, it will take around two to three weeks. I can assure you that after two to three weeks, we will be able to tell the report on these tests.*(Interruptions)*

**DR. KRUPASINDHU BHOI:** If you send it to Safdarjung Hospital, they will give you the answer within a minute.

### **Mega Transport Collapse**

\*599. **SHRI SHARAD DIGHE:** Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the attention of Government has been drawn to the news-item appearing in "The Times of India", New Delhi edition, dated 17 March, 1989 about a study report of the Central Institute of Road

Transport, Pune on Urban Transport system in India predicting a 'mega transport collapse' due to transport bottlenecks and resultant chaos which would cripple movement in the urban areas by the turn of the century;

(b) if so, whether Government propose to take any steps to avoid transport collapse; and

(c) if so, the details thereof?

**THE MINISTER OF URBAN DEVELOPMENT (SHRIMATI MOHSINA KIDWAI):** (a) to (c). A statement is given below.

### **STATEMENT**

The Government is aware of the problem of acute congestion in urban transport and attaches high importance to strengthening the Public transport systems. Work on the construction of metro-rail systems in Calcutta, Bombay and Madras is already in progress. A part of the system in Calcutta has already become operational. It is proposed to undertake a detailed feasibility study in respect of a selected corridor of the proposed metro system in Delhi. As for some other metropolitan cities, feasibility studies are at different stages. Implementation and progress of all these schemes will depend upon the availability of resources in the coming years. The road transport has been strengthened in some of the cities with urban transport projects assisted by the World Bank. Recognising the importance of urban transport sector, a Study Group has been set up by the Planning Commission for suggesting suitable measures which will be considered at the time of finalisation of the Eight Five Year Plan in the light of the national priorities and overall availability of resources.

**SHRI SHARAD DIGHE:** Mr. Speaker, Sir, I am happy to know that the Government is aware of this problem of acute congestion in urban transport and attaches high importance to strengthening the public transport

systems. The research in this direction shows that at present two-wheelers, which take maximum road space per unit output of transport, numbering about 35 million, will form 81.8 per cent of the total number of vehicles of the country. And really speaking the bus transport which takes minimum space per unit output of transport and also consumes least energy, are only taking two per cent of the total number of vehicles. Therefore, will the Government take specific steps and give special attention for developing the bus road transport in important metropolitan cities like Bombay and Delhi?

[Translation]

SHRIMATI MOHSINA KIDWAI: Mr. Speaker, Sir, the urban transport is growing at an alarming scale. Its population was 41 per cent in 1940, which was at par with the rate of population growth in the whole country. But by the year 1981, it rose sharply and was 25 per cent more than the total population. It is estimated that by the turn of this century, it might reach the staggering figure of 34,000. With the steep rise in urban population, the problems are also growing at the same speed. A Commission was set up by the Government of India under the Chairmanship of Shri Charles Korea. He made a deep study and made some very important recommendations. Shri Dighe is quite right when he says that the problem in big cities is gigantic one. We have tried and are taking steps to see that road congestion is reduced in major cities. For this purpose a mass rapid transport system such as the metro in Calcutta is needed. The Manipur-Belapur project in Bombay has also been started. A similar project in Madras is underway. The World Bank has also awarded a number of projects for the repair of roadways and purchase of buses. Maharashtra (Bombay) is also included in it. The World Bank has taken up large projects there. Similarly, the bank has tried to extend the same facilities to Madras and Calcutta so that road transport could be set right in any case. These projects include transport projects also.

[English]

which was completed in 1986 at the total project cost of Rs. 339.14 crores. Financed procurement of 700 buses and related chassis component construction of three bus depots.

[Translation]

The World Bank has taken up 3 such projects. It financed Rs. 108 crores for the purchase of buses and construction of depots in Calcutta. As everybody knows, Delhi is a peculiar city where people can be transported from one place to another mostly by buses. A study report is being prepared as to the system which would suit Delhi. Whether it would be the light railway or the heavy railway will be decided only after the feasibility report is completed. We will take some decision on the basis of that report.

[English]

SHRI SHARAD DIGHE: Similarly, another public transport system i.e. metro rail system has made such progress in Calcutta. But as far as Bombay is concerned, still feasibility studies are going on for a number of years. Will the Government take immediate steps to introduce the underground metro rail system in the city of Bombay to reduce this congestion of transport?

[Translation]

SHRIMATI MOHSINA KIDWAI: Sir, so far as the question of metro system for Bombay is concerned, nothing can be said before the feasibility report is received. That area is very much congested and a major part thereof constitutes the coastal area. It is difficult to take underground rail especially through the coastal area. Secondly, I feel that if there is any best suited system in India, it is the metro system. But from our experience in Calcutta, we find that it is very costly proposition. Keeping all these factors in view, it is difficult to say anything about it right now. However, we are awaiting for the feasibility report.

PROF. MADHU DANDAVATE: Nobody in Bombay likes any underground activities.

SHRIMATI MOHSINA KIDWAI: But it is Bombay where maximum underground activities are carried on. Bombay is known in the world for its underground activities.

[*English*]

SHRI V. KISHORE CHANDRAS. DEO: Calcutta and Bombay have already reached a point of saturation. As the hon. Minister has rightly put it, it may not be possible to have this kind of project i.e. metro rail, etc. in cities which have reached the point of saturation. But for instance, in a place like Delhi which is supposed to be one of the most spread-out cities, the congestion over the last 10 years has been phenomenal, which is causing pollution and several other bottlenecks. I would like to know from the hon. Minister as to when the Government will come forward with a proposal to have an alternative transport system in Delhi because if you keep on having these teams to give a report after 10 or 15 years, we would also have reached the stage of Bombay and Calcutta and a decision will never come. So what are the various alternatives you are thinking of for a place like Delhi whether it is metro rail or tube rail or mono rail? It may be costly but ultimately you will have to meet the demand. Is there any time bound frame by which you are expected to clear these projects?

[*Translation*]

SHRIMATI MOHSINA KIDWAI: Mr. Speaker, Sir, I fully agree with the hon. Member. I am also of the view that whatever system we may take up particularly for Delhi, its planning should be for at least 50 years instead of being for 10 to 20 years because the population of Delhi is increasing at a fast pace. Particularly, the number of migrants is increasing alarmingly. Every year about one and half lakh of people are added to Delhi's

population from outside. First of all, we had conducted a survey for this in 1974, but no decision has so far been taken in this regard. As regards the report about which the hon. Member has asked, as I have already said, the Delhi Administration, the Ministry of Urban Development and the D.D.A. are jointly taking it up. This work has been entrusted to RITES, the first report of which is expected by August, the second report by November and the third report by December. I shall make every effort to see that a decision in regard to Delhi is taken at the earliest.

[*English*]

SHRI ATAUR RAHMAN: This question of urban transport has been raised but we are not paying enough attention to what is causing congestion in the urban transport. The vehicles and various types of transport that are coming into the cities are causing all these transport bottlenecks. And this problem is not going to be solved unless the Government is very clear in its mind. The Home Ministry is also responsible for this because it has not been able to introduce a system of imposing fines on road offenders by giving enough powers to the gazetted police ranks at least. Otherwise cases are never tried in courts. Thousands and thousands of cases are pending in various courts in the country. As a result, indiscipline is increasing. I would suggest that the representatives of the Ministry of Transport, Ministry of Urban Development and the Ministry of Home Affairs should sit together and think about the answers to the various problems that are arising in our country. I think Commission should go into it. For example, I will tell you that in a State like Assam, one thousand trucks are entering from the western part of the outlet. People are unable to drive on that route. So, unless the rural traffic is also taken into consideration, no improvement is possible. Therefore, I would like to ask, the Minister whether they are thinking in

terms of rural transport as well or not.

[Translation]

SHRIMATI MOHSINA KIDWAI: Mr. Speaker, Sir, the question of urban transport is still crusing concern for us and we have to take a decision about it. It is a fact that all modes of transport ply on the road of India, particularly in Delhi and we cannot help in this regard, because all types of people live here. If some people have three wheelers, others have two wheelers. It is a fact that there has been 116 per cent growth in Delhi's vehicle population whereas in Calcutta and Bombay the growth has been comparatively less. With the running of vehicles on the roads in such a staggering number, problems are bound to arise. We are, therefore, making efforts to curve out by-passes so as to reduce congestion. We have also constituted a consortium fund which will help in the preparation of feasibility reports on urban transport in respect of small cities. We are hopeful that the Planning Commission will give us more assistance for this work.

MR. SPEAKER: The most important thing is to check the migration of people from rural areas to urban areas. For this, it is necessary to mould the village environment in such a way that the villagers are not forced to leave their villages. Then only, it will serve some purpose.

[English]

SHRI AMAL DATTA: Sir, I am afraid, from what the hon. Minister has said regarding the cost of Metro Railway, an impression has been created that the cost of this Metro Railway in Calcutta has been exorbitant. I can assure you that it is not. When it was started, whatever the initial estimate was, it was very low and it was done in a very unrealistic fashion. But before it was started it was Rs. 250 crores. Now the discounted—

or whatever it is—current estimate of the Railway is that it will be Rs. 430 crores. So, it has not increased to that extent as people seem to be getting the impression from the Railways and others. That is why in one Report of the PAC on Calcutta Metro Railway, it has been recommended that the expertise which has now grown up, has been at the cost of Calcutta and now this should be at least utilised and not allowed to run waste. It can be utilised in Delhi or Bombay or any other city. I am just drawing the Minister's attention to it. But what we have come to know is that so far as the Calcutta Metro Railway is concerned, there were three lines. The other two are not going to be constructed. This line should be extended over the ground, on surface. That is how the metro railways are constructed all over the world. It come from a distance on the surface, then goes underground in the centre of the city for about 12-15 kilometres, and then again goes on the surface. About this surface portion, questions have been asked. The Railway Ministry is saying that this is the jurisdiction of the Urban Development Ministry. The ball has been thrown in their court. So, will the Minister tell us whether they are going to construct the extension of the Metro Railway on surface or not?

SHRIMATI MOHSINA KIDWAI: Sir, I am not talking about the Metro Railway of Calcutta, I am talking about the system. This Metro system is definitely costlier than the overground railway system. That is why I was pleading for that. But we are proposing this type of system here in Delhi, that is, somewhere underground, somewhere overground and somewhere elevated. So, these are the systems which should be looked into and whichever system is suited to our country, we can adopt that.

MR. SPEAKER: Question Hour is over.