

coaches and others. We have now worked out a system by which the selection of these athletes or sportsmen will not be left entirely to the federations. We want that there should be an observer from SAI. And broad-basing selection processes should take place. In fact, camps have already started and as we go along, these selection committees will identify people and the rest will be dropped out till the final selection is made in 1988 for the Asian Games. This also applies to other events also.

[*Translation*]

SHRI MOHD. AYUB KHAN: Mr. Speaker, Sir, is it not true that a good sportsman is a good soldier also and *vice versa*? The desert soil of Rajasthan is famous for bravery. In order to select talent from these areas, why necessary arrangements are not made in Jaipur so that people belonging to these areas can also participate in the national sports events and serve their motherland as they do in the battle-field? Will the hon. Minister take any action in this regard for the benefit of the people of Rajasthan?

MR. SPEAKER: Keep in view their height and physique. See their large heartedness.

[*English*]

SHRIMATI MARGARET ALVA: Sir, we do realise that Rajasthan has a great deal of sports talent. But I would say that we have it also in many other parts of the country and we are not selecting any one particular area for the infrastructure development. We have already given a sports hostel to Jaipur. We have also given the rowing centre to Rajasthan. We have got several other schemes also. I am sorry, this is in the Ramgarh Lake which was also used. The Ramgarh Lake was also used during the Asian Games and it is being developed into a national centre. But, Sir, besides that I would like to say that schemes are available to all States. It is for them to come forward with proposals and we consider them and release the money accordingly.

[*Translation*].

### Withdrawal of Private Buses from DTC Operation

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\*352. SHRI SARFARAZ AHMAD:  
DR. CHANDRA SHEKHAR  
TRIPATHI:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of private buses withdrawn from the Delhi Transport Corporation operation during the last four months;

(b) the reasons therefor;

(c) whether the Delhi Transport Corporation has engaged other buses in lieu of the aforesaid buses; and

(d) if not, the reasons therefor?

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b). On account of low operational efficiency and involvement in fatal accidents, the DTC removed 33 P.O. buses during the last four months. Besides, 71 buses were withdrawn by the owners themselves.

(c) and (d). Offers for engagement of 78 new buses have been finalised and eight buses have already joined the fleet.

[*Translation*]

SHRI SARFARAZ AHMAD: Mr. Speaker, Sir, from the reply it appears that more than 100 buses have been withdrawn. The people are facing considerable difficulties on account of this. It seems as if the private operators are not satisfied with you nor you are satisfied with them. You do not have adequate buses to meet the requirements of the public. Do you want to start a three route system?

SHRI RAJESH PILOT: Mr Speaker, Sir,

the point raised by the hon. Member has been under discussion for many days and one of the problems which we are facing is that the private buses under D.T.C. operation are involved in many fatal accidents. We could not exercise enough control over them. Some steps have been taken by us, for example, the bus involved in a fatal accident shall not be allowed to remain in D.T.C. It has brought some improvement in the situation and 33 buses had to be removed for the D.T.C. operation. The suggestion of the hon. Member is under the consideration of the Government and we are making efforts with the Delhi Administration so that separate routes can be given to the private bus operators. The fare should also be the same as in the D.T.C. They are saying that they will charge 20 per cent less fare. Therefore, we have requested the Delhi Administration that they should consider this issue and the fare to be charged should not exceed the rates fixed by the Government.

**SHRI SARFARAZ AHMAD:** Mr. Speaker, Sir, it seems that neither the people, nor the private bus operators nor the D.T.C. itself are satisfied with the bus system in the capital.

**MR. SPEAKER:** Then should it be given to the Members of Parliament?

**SHRI SARFARAZ AHMAD:** Sir, I want to know about the total number of bus routes under the D.T.C. operation and the number of buses plying on them?

**SHRI RAJESH PILOT:** In all, nearly 5,300 D.T.C. buses are plying under Delhi Administration to cater to the needs of the people of Delhi. Out of this number 1227 buses belong to private operators and 4077 belong to D.T.C. 122 buses of the private operators have been withdrawn due to fatal accidents in which these buses were involved and one of the reasons for withdrawal of these buses is the termination of contract which had expired. We take private buses on contract on yearly basis and after expiry of the contract period, they can withdraw the buses. Mr. Speaker,

Sir, you will also realise that whatever efforts may be made to improve the bus services, it will not be enough. The main reason behind it is that the requirements of Delhi are constantly increasing. Today, on an average, 45 lakh people travel in D.T.C. buses. These figures are not constant as sometimes they may drop to 40 lakh and sometimes they may increase to 51 lakh. So, on an average, nearly 45 lakh passengers travel in D.T.C. buses every day. Then there is also another major problem of lack of traffic sense among the people. We request them repeatedly to form a queue and to board the buses in queues but they are not prepared to discipline themselves. We are making all efforts to develop culture of discipline and traffic sense among the people and our Department is trying to be as strict as possible in this direction and we have achieved success to some extent in this respect.

**SHRI ZULFIQUAR ALI KHAN:** But you should pull up the drivers also.

**SHRI RAJESH PILOT:** This is what I am trying to say that we are strict with the drivers also. Whoever is responsible for a fatal accident is dismissed from service. The drivers who do good work are encouraged by giving them incentives and rewards etc.

**SHRI ZULFIQUAR ALI KHAN:** You should instruct them to be as polite in their behaviour with the passengers as you are with us.

**SHRI RAJESH PILOT:** The hon. Member should board a D.T.C. bus with me to see the actual situation. His views are based on hear say. He may come with me one day to get a first hand experience of the situation.

**SHRI ZULFIQUAR ALI KHAN:** I do not always travel by car.

**SHRI RAJESH PILOT:** Travel in buses also.

**DR. CHANDRA SHEKHAR TRIPATHI:** I

will ask my main question later but in connection with what the hon. Minister has stated that the private bus operators are prepared to charge 20 per cent less fare, I want to know as to why do you insist upon running D.T.C. buses only when the D.T.C. incurs losses every year which you try to recover by imposing additional taxes on the people? Why Government does not allow the private bus operators to ply their buses? It will benefit the Government and additional taxes will also not be imposed on the people. Apart from this, the main question which I want to ask is connected with the hon. Minister's reply in which he stated that 122 buses of the private bus operators have been withdrawn and proposals for use of 78 new buses have been finalised which may join the D.T.C. fleet very soon and out of which perhaps 8 buses have already come but you still have a shortage of 26 buses. What steps will you take to overcome the shortage of 26 buses? Besides this, it was stated that 122 buses have been withdrawn but as per the information received by me, this number is more than 150. Will the hon. Minister clarify whether he has been provided with misleading figures by the Department or not?

SHRI RAJESH PILOT: Regarding hon. Member's question as to why are we not allowing the private bus operators to operate more buses in view of the losses incurred by the D.T.C. every year, I want to say that it is the policy of the Government to give priority to the public sector. Secondly, we do not have any control on the private bus operators. Today, the hon. Member is saying this but tomorrow when these people will not stop the buses at the bus stops and will not stick to proper routes, then you will again complain as to why are we not withdrawing such buses. If the private bus operators can guarantee a disciplined system and if they are prepared to do their jobs properly, then we have no difficulty but problems arise when they take the permit of operating All India Tourist buses and operate their buses as stage carrier. We have received letters from the hon. Members several times requesting us to issue permit for operating these buses

as stage carrier. If we allow private bus operators to take over the transport system, they will operate more buses on those routes which are profitable and during those hours when they will get maximum number of passengers. The rush is between five and six in the evening outside our offices and buses will be available during that time but when buses will not be available at 9 p.m. and after, then hon. Members will create a commotion in the Parliament complaining about non-availability of buses.

MR. SPEAKER: Do you not take their buses on contract and make payment to them?

SHRI RAJESH PILOT: At present, we engage them on kilometer basis and the condition is that they have to cover 225 kms of route everyday. We pay Rs. 2.60 per km for it. We allot them specific time and route for operating their buses.

MR. SPEAKER: The conductors belong to the D.T.C. service?

SHRI RAJESH PILOT: Yes, Sir. The conductor belongs to us, the driver is theirs. This system is very unprofitable. We have to pay Rs. 25.80 crores to the bus operators and we have to spend additional Rs. 11.54 crores for paying the conductors. The total revenue earned comes to Rs. 29.99 crores. In other words, we have to make a payment of Rs. 7.35 crores from our own pocket. We are incurring such heavy losses just because we want the public to get proper facilities. If we give the private bus operators a free hand, then they will put all their buses on a particular route. 500 buses may be available in the Central Secretariat complex in the evening but not a single bus will be available at Kutub Minar or in any such colony. The schools will also not get any buses. In view of such constraints, we are in favour of control system just to ensure maximum facilities for the people even if the Government has to incur losses on account of it. Therefore, we are evolving a new system by which separate sectors will be allotted to the private bus operators and

it will be monitored whether they are doing their job well or not. If they do not serve the people in a proper manner then Government will take it over again because it is the duty of the Government to serve the people and not of the private sector.

[Translation]

MR. SPEAKER: Shri Tulsiramji, recite some verse of Tulsi.

SHRI V. TULSIRAM: Mr. Speaker, Sir, the hon. Minister is telling Nawab Sahib that he does not travel by bus. Sir, I do not keep small cars.....

MR. SPEAKER: Do you keep big cars?

SHRI V. TULSIRAM: Mr. Speaker, Sir, I keep very big cars which neither need repair nor drivers and even I do not have to worry about diesel or petrol. All the buses belong to me. I think them as my own property and that is why I travel by bus. I can understand the difficulties which are faced while travelling by bus. The footboards are so high that it becomes difficult for the children and old people to board and get down from the buses and sometimes they fall down also and get their limbs fractured. I remember I had read in a newspaper a few days back that when the hon. Minister was travelling in a DTC bus, he was drawn into an argument with the bus conductor and he asked the conductor as to what does he eat before joining duty. The conductor reported that he eats chillies. Therefore, I want to know as to what improvements are you going to bring about in D.T.C. and what action are you going to take against the conductors who behave like this and for ensuring safety to old men, old women and children?

Mr. Speaker, Sir, the hon. Minister of Transport is youthful and handsome. I want to request him to do something which would earn him credit and he will get the blessings of the people so that he can make progress and occupy a higher position in future. Hence, take some concrete steps in this regard.

SHRI RAJESH PILOT: Mr. Speaker, Sir, I am thankful to the hon. Member for his good wishes. He is an elder brother and always blesses me.

SHRI BALAKAVI BAIRAGI: Mr. Speaker, Sir, you tell him that he should not take along with him his aged wife while travelling in bus.

MR. SPEAKER: What are you saying? It has become a question of privilege.

SHRI V. TULSIRAM: Sir, he does not even accompany an old woman whole I accompany a young lady.

MR. SPEAKER: Look here, Sir, this disgraceful remark cannot be tolerated. This is being said about our sister-in-law. It is very wrong.

SHRI RAJESH PILOT: Mr. Speaker, Sir as regards the complaint of the hon. Member regarding the footboard, I will get it checked. All this is a technical matter and I think A.S.R.T.U. etc. clears them and the same specification is followed in every bus. Footboard cannot be much low because it might collide with the pavement corner while the bus is taking a turn and other technical problems may arise as well. Still, I will get the hon. Minister's suggestion examined.

The hon. Member has also mentioned about the ladies and the old people. Six seats are reserved in the buses for them and instructions in this regard are written also on the seats.

SHRI V. TULSIRAM: Sir, when the stop comes, the driver applies a light brake and then restarts the bus immediately by which neither the passengers can get down from the bus nor board it.

MR. SPEAKER: The answer to it is that we all have to think about this problem. We have to build up a consensus in this regard because the passenger as well as the drivers are our brothers. Therefore, we will have to make them understand.

SHRI RAJESH PILOT: It has been observed that men occupy the seats reserved for ladies and do not vacate it in spite of the conductors repeated admonitions. The incident which has been mentioned by the hon. Member is correct and it happened when I was inside a D.T.C. bus. I saw the conductor shouting at an old lady and when I told him to speak softly with elderly persons, he replied that he eats chillies before coming on duty. It is true that the conductor had said this and we have taken action also. We are going to start reorientation classes and we are imparting training to the drivers but you should understand the actual position that when the conductors admonish our brothers for occupying the seats reserved for the ladies, they refuse to get up say that they will be getting down soon and so the ladies should wait for sometime.

MR. SPEAKER: If you are not able to wait, how can they?

SHRI JAI PRAKASH AGARWAL: Mr Speaker, Sir, the hon. Minister has stated that the buses do not stop at the bus stops because people do not stand in queue but stand outside the bus stops. This is not correct. In fact, the drivers stop their buses (when two buses arrive at a bus stop at the same time) in a manner that a traffic jam is created. It becomes difficult for the old people and children to board the buses. You will come to know about it if you get a survey conducted about it.

I want to know if you have withdrawn buses on some routes because they are uneconomical. Your sole aim should not be to earn profits. If on one route the rush is less or where only one bus is sufficient, withdrawal of buses on those routes cannot be a solution. In fact, it will create difficulties for the people. So whether any steps are being taken to restore the buses on those routes from which they had been withdrawn earlier?

SHRI RAJESH PILOT: At present, I do not have any information about the buses

and routes from which buses have been withdrawn.

I want to inform the hon. Member that if the D.T.C. had any intention of earning profits, then its fare would not have been cheaper than that of Bombay and Madras. In Bombay Rs. 2 is charged for a distance of 12 to 16 kms and it is Re. 1 and 5 paise in Madras for the same distance while in Delhi it is Re. 1 only. There is also the system of 'Students Pass' in Delhi which costs only Rs. 12 and by which a student can travel anywhere in the city by D.T.C. bus. Concessions have been extended for the people residing in rehabilitation colonies. If we had the profit motive, then so many concessions would not have been given. The Government's policy is to serve the people and we are following it.

[English]

**Promotion of Sanskrit Language, oriental studies and Indology**

\*353. SHRI NARESH CHANDRA CHATURVEDI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the name of various Boards, Committees, Councils, Commissions and other bodies constituted for promotion and encouragement of Sanskrit languages, oriental studies and Indology;

(b) the evaluation of work done by each of them during each of the last three years and the current year; and

(c) the number of meetings held by each one of them during this period?

[Translation]

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI-MATI KRISHNA SAHI): (a) to (c). The names of the Boards, and Committees constituted for promotion and encourage-