

is concerned only with the transport facility.

[*Translation*].

MR. SPEAKER : You have accepted it graciously.

Losses Incurred by DTC

* 234. PROF. CHANDRA BHANU DEVI † :
SHRI BALWANT SINGH RAMOOWALIA :

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation is running in loss;

(b) if so, the amount of loss incurred by the Corporation during 1986-87 and 1987-88 (estimated);

(c) the reasons for heavy losses; and

(d) the remedial measures taken or proposed ?

[*English*]

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT (SHRI P. NAMGYAL) : (a) Yes, Sir.

(b) The working loss for the year 1986-87 was Rs. 38.63 crores and during the year 1987-88 (upto December, 1987) it is estimated to be Rs. 34.38 crores.

(c) The DTC has been incurring losses mainly due to low/concessional fares and rising cost of labour and other inputs.

(d) Steps are taken on continuing basis to increase productivity, reduce per unit cost, enforce economy measures, prevent leakage with a view to increase revenue collection and reduce working losses. Some of the other measures considered for improving the performance of DTC are rationalisation of routes and its fare structure.

[*Translation*]

PROF. CHANDRA BHANU DEVI : Mr. Speaker, Sir, I would like to know from the hon. Minister, through you, the

total number of buses with the Delhi Transport Corporation and out of these, how many are owned by the Corporation and how many have been hired from the private operators. Besides, does the Delhi Transport Corporation always earn profit in plying hired buses. ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Mr. Speaker, Sir, Delhi Transport Corporation has a fleet of 5374 buses out of which 4365 buses are owned by the DTC and nearly 1009 buses are owned by private operators. The private buses were allowed to run under Delhi Transport Corporation because the Government did not have adequate resources to meet the ever increasing demand of the city. Therefore, private buses were allowed to operate so that they could help the Government in providing better facilities to the general public.

MR. SPEAKER : You have already asked two supplementary questions.

PROF. CHANDRA BHANU DEVI : Sir, I have asked only one.

MR. SPEAKER : All right, you may put the second one.

PROF. CHANDRA BHANU DEVI : Is it a fact that the Vigilance Department of Delhi Transport Corporation has found out some bunglings in the DTC stores. ? If so, what action has been taken against the guilty ?

SHRI RAJESH PILOT : Mr. Speaker, Sir, it is true that some officer's and employees who indulged in these bunglings have been apprehended. We have taken strict action against them. If the House wants to know the details of their misdeeds, I can lay the entire list on the Table of the House. Wherever irregularities have come to our notice—be it any department of Delhi Transport Corporation—we have taken stern action against the erring employees and punished them.

[*English*]

SHRI BALWANT SINGH RAMOOWALIA : Sir, according to the reports, the

DTC tops the list of the loss makers. The Hon. Minister has said that they have taken certain measures but the major issue which is of concern is about the increase in the fares. Again, it is learnt that you are going to increase the fares from 50 paise to Rs. 1.00 or more.

Always the losses are tried to be made up through the increase in the bus fares in Delhi. Have the Ministry checked up or made any efforts to appoint a High-Powered Committee to look into the causes as a whole, as to why the losses are again and again going up in the case of DTC?

SHRI RAJESH PILOT : Mr. Speaker, Sir, first, let me correct my hon. colleague. The DTC has never always been revising the fares to accommodate the losses. I will now read out the fares of three important cities of this country as on today...BEST, Bombay, Madras, Delhi

BEST, Bombay upto 6 kms. charges 70 N.P. Madras charges 70 N.P. Delhi charges 50 N.P. even after the revision. Earlier it was charging 25 N.P. or 30 N.P.

BEST, Bombay upto 15 kms. charges Rs. 1.45 for ordinary service and for limited service Rs. 1.70. Madras charges Rs. 1.20. DTC charges only Rs. 1.00.

BEST, Bombay, upto 19 kms. and above charges Rs. 1.70 to Rs. 2.95. Madras charges from Rs. 1.35 to Rs. 1.80. DTC charges only from Re. 1.00 to Re. 1.50. It is the lowest fare structure in the country, today. There was no revision for the last 10-12 years. It was only in 1986 we revised the rates. It was because you really cannot give a service with that fare structure. (*Interruptions*)

I think the Members will give me a chance to explain my point of view. After that I am available for their cross-questioning. (*Interruptions*)

We are giving students' concession all route passes for Rs. 12.50 per month. For resettlement colonies, I think it is round about Rs. 15/-. We have all route student passes for Rs. 37/-. With this fare structure, it is very difficult to cope up with the rise in cost of inputs in the

transport sector. We have made efforts to improve the system.

I must accept that we did improve operationally but we could not improve the behaviour of our personnel. I accept it in the House. I had attended a DTC function, yesterday. In that function I said that we must come up to the expectations of the people. After becoming a Minister, I don't leave my duties as a people's representative. I must convey the feelings of the people to the House and also the concern of the employees.

You might have read in the newspapers that how badly they behaved. But that is not the point. We are not going to be cowed down by these hooligans and the wrong people. I blame our own culture. It is the political character which is destroying the discipline of this country. Today when I take action about one union of labour, I find a political party supports that union. But anyway we have to suffer. We have to improve this system. I accept that the behaviour has not improved. Today with the commuters—who are travelling by bus—they are not behaving properly. We have complaints from the public, We have made improvements. We have coaching school for them. We have a special prize of Rs. 1000 and above for accident free record of a driver. For that function only, I had gone there. Last time we gave these awards to 230 drivers. This time we have selected 560 drivers. The same thing has happened. They said we do not accept the prize. So, these problems are coming up. But I will assure the House that with our monitoring and with our strict compliance things will improve. A medical scheme was costing Rs. 12 crores per year. A driver's pay is Rs. 1500 per month but he claims Rs. 18000 per year under the scheme. All these things have been stopped. Naturally, there has to be some sort of grievance among the workers. During the last one year, we would save Rs. 6.25 crores, by route rationalisation round about Rs. 2 crores, by cost reduction in inputs Rs. 1 crore and in fuel we have tried to save Rs. 75 lakhs. We have tried to keep a certain staff ratio and also we are plugging the leakages. We have saved nearly Re. 2.50 crores. So, these steps are being taken. But this is a hard job. We are carrying 50.

lakh people every day. You see the traffic strength. In Delhi, there are 15 types of vehicles plying on the roads such as scooters, cycles, tongas, motorcycles. These also have to be kept in mind. If any hon. Member has travelled to Subzi Mandi, he would appreciate how bad the traffic there is. Suddenly, a cyclist turns there, and the bus gets into the cycle, There is no traffic sense there. That is why we are bringing in a Motor Vehicles Bill in this Session, so that a total improvement in the transport sector and the traffic could be there.

But I must assure the House that Government will take full responsibility to give the safest and best transport service to Delhi, because it is under the Central Government. We will not fail in that.

SHRI KHURSHID ALAM KHAN : We appreciate the steps which the hon. Minister has taken to improve the mass transport system in Delhi, but the fact remains that the operational efficiency of the mass transport system is gauged either by returns in financial terms, or its service efficiency. Unfortunately, I have to admit that neither its viability is there, nor its service satisfaction. What is the cause of this

SHRI RAJESH PILOT : I have very openly said in the House that traffic safety and service should improve. DTC's officers are coming to the Open House in each region. In each region, the public comes and explains its problems. The Deputy Manager or the General Manager of that region listens to them. We are implementing their suggestions, and attend to whatever complaints they have. As I have said, it has to be a combined thing : financial liability plus operational viability; and we are moving in that direction, so that we achieve a perfect system.

MR. SPEAKER : Now Question 235—
Shri Satya Gopal Mishra and Shri Ajit Kumar Saha are not here Question 236—
Shri Pratap Bhanu Sharma and Shri V. Sobhanadreeswara Rao are not there. Now Question 237.

Monkey Disease in Karnataka

*237. **SHRIMATI D.K. THARA DEVI SIDDHARTHA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of persons died due to monkey disease in Karnataka;

(b) the places most affected by this disease; and

(c) the steps being taken to eradicate it ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) (a) and (b). District-wise deaths due to kyananur forest Disease reported from Karnataka during 1985 is given below :

1985	Death Cases
N. Kanara Distt., Honnavar & Bhatkal Taluks	8
S. Kanara Dist., Belthangadi Taluk	4
1986	-----
Shimoga Distt., Thirthahalli Taluk	8
N. Kanara Dist., Honnavar & Bhatkal Taluks	7
1987	-----
N. Kanara Distt., Honnavar & Bhatkal Taluks	10

(c) The Government of Karnataka has reported that they have taken up the cattle tick control programme to reduce the vector population.

Public Health Department of the Government of Karnataka has set up a laboratory for producing a vaccine for control of monkey disease (Kyananur Forest Disease).

A State Level K.F.D. Co-ordination Committee has been constituted by the Government of Karnataka for periodical review of various containment measures and to obtain expert opinion from its members for control of the monkey disease (Kyananur Forest Disease).

SHRIMATI D.K. THARA DEVI SIDDHARTHA : The frequent occurrence of monkey disease in some parts of Karnataka has taken many lives. I understand that proper vaccines and cure are not yet available. In this context, I want to know from the hon. Minister whether Government of India will engage a Central institution in the task of developing vaccines. Number two : will Government consider giving vaccine and expertise assistance to the Government of Karnataka, to develop laboratory and research facilities ?