

ORAL ANSWERS TO QUESTIONS

Public Transport system of Delhi

*521. SHRIMATI KAMLA SINHA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that personal safety is the lowest in Delhi among the major cities, since it has the highest number of fatalities due to road accidents;

(b) whether this is due to highly inadequate public transport system of the capital city, as compared to Bombay or even Calcutta; and

(c) if so, what steps Government intend to take to improve the public transport system of Delhi and consequently, improve the personal safety level of its residents?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) A statement is laid on the Table of the Rajya Sabha.

Statement

(a) Yes, Sir.

(b) No, Sir. Public Transport System of the capital cannot be compared with that of Calcutta and Bombay as more than 50% of the commuters in those cities are carried by trams, metro and local trains whereas in Delhi the whole traffic is carried by motorised vehicles. At present there are about 21 lakh vehicles in Delhi out of which about 24,000 are buses and 16 lakhs personalised vehicles like cars and scooters. These are more than the total vehicular population of Bombay and Calcutta.

(c) The Government have already conducted a feasibility study for introduction of mass rapid transport system in Delhi. According to the

proposed scheme the recommended network consist of

(i) Two underground metro corridor in the East-West direction and in the North-South direction totalling 27 kms.

(ii) Surface rail corridors of 140 kms. mostly along side the existing network within Delhi State.

(iii) A dedicated busway of 17.5 kms. along Najafgarh Road.

Final decision on this project has, however, not been taken as the total expenditure is more than Rs. 7,000 crores. Besides, the Government of National Capital Territory of Delhi have commissioned a study to rationalize the routes and public transport in a scientific manner. The State Government had received this Report in June, 1993 but have not taken decision on the recommendations of this study.

श्रीमती कमला सिन्हा : सभापति महोदय, मंत्री जी ने जो उत्तर सभा पटल पर रखा है, उस उत्तर में उन्होंने दिल्ली शहर में गाड़ियां कितनी हैं इसका विवरण दिया है। उन्होंने बताया कि 21 लाख व्हेकिल्स हैं जिनमें 24 हजार बसें हैं और 16 लाख पर्सनल व्हेकिल्स हैं। लेकिन एक्सीडेंट्स कितने हुए हैं इसका कोई विवरण नहीं है। महोदय, आप अगर मेरा प्रश्न देखेंगे तो मेरे क्वेश्चन का बेसिक प्वाइंट यही था कि दिल्ली में फैंटेिलीज बहुत हैं। मुंबई, कलकत्ता और दूसरे जो मेट्रोपोलिटन सिटीज हैं उससे कहीं ज्यादा फैंटेिलीज यहां हैं। तो मैं सरकार से जानना चाहूंगी कि इन फैंटेिलीज को देखते हुए क्या यह सही है कि डिपार्टमेंट आफ इनवायरन्मेंट, रोड ट्रैफिक सेफ्टी सेंटर रिसर्च इंस्टीट्यूट, न्यू दिल्ली ने यह कहा कि कलकत्ता और मुंबई का ट्रैफिक सिस्टम, पब्लिक ट्रांसपोर्ट सिस्टम काफी अच्छा है। जो 23 मेट्रोपोलिटन सिटीज हैं, जिनमें दिल्ली भी आता है; उसमें रिकार्डेड बेसिसम नंबर आफ फैंटेिलीज हुई

लास्ट एयर हुई हैं। तो सरकार इस रोड फैंटेसिटीज को दूर करने के लिये, बढ़ते हुए ट्रैफिक और बढ़ती हुई पापुलेशन को ध्यान में रखते हुए क्या कर रही है?

SHRI JAGDISH TYTLER: Sir the hon. Member is right that we have had the maximum number of fatalities in Delhi. The State Government has already constituted the Ved Marawaha Committee which has made certain recommendations. The recommendations of this Committee are going to be implemented within six months. Sir, this Committee has suggested certain things to make the Delhi roads more safer. The recommendations of this Committee are; a speed governor must be fixed in all the buses, they should not exceed a speed limit of 40 kilometres per hour, discouraging the hanging by passengers at the entrance by having automatic closing doors, having the driver's cabin with barricades so that the conductor or any passenger cannot divert the attention of the driver, the interior of the buses should be re-designed in such a way so that the standing space can be increased, the exit and entry points should also be made sufficiently wide to facilitate boarding and alighting. These are the suggestions of that Committee. The State Government is implementing all these suggestions. Sir, it is true that the accidents have taken place. I am not defending it. But the number of accidents has come down as compared to 1992-93.

श्रीमती कमला सिन्हा : सभापति महोदय, सरकार का उत्तर है कि राज्य सरकार इस काम को करेगी। लेकिन अगर आप उत्तर के अंतिम पैरा को देखें तो मंत्री जी ने अपने जवाब में साफ-साफ कहा है कि

“Besides, the Government of National Capital Territory of Delhi have commissioned a study to rationalize the routes and public transport in a scientific manner. The

State Government had received his Report in June, 1993 but have not taken decision on the recommendations this study”.

अब मंत्री जी ने कहा कि 6 महीने के अंदर होगा। यह तो सदन को नुमराह करना हुआ, गलत बयानी करना हुआ। अगर हुआ तो इसे उत्तर के अंदर आना चाहिये था। मैं यह जानना चाहूंगी कि क्या बस रूट को बढ़ाने से दिल्ली में व्हीकलर ट्रैफिक के ऊपर जो दबाव है, वह कम होगा? क्या आप कोई मल्टी मॉडल रोड ट्रांसपोर्ट सिस्टम या अंडरग्राउंड रेलवे सिस्टम के बारे में नहीं सोचते हैं कि इसको करना चाहिये ताकि व्हीकलर ट्रैफिक कम हो। राह चलने वाले जो रोख यात्रा करते हैं, औरतों को बड़ी मुसीबत हो जाती है, लड़कियां जो पड़ने जाती हैं, औरतें जो काम करने जाती हैं, सभी लोगों को मुसीबत होती है। क्या इस मुसीबत को दूर करने के लिए आपकी कोई योजना है? हमने यह सुना है कि फ्रेंच गवर्नमेंट से आपका कोई समझौता हो रहा है जो इस अंडरग्राउंड रेलवे को यहां ला रहे हैं और सात-साढ़े सात सौ करोड़ की स्कीम है।

They are having an understanding with the French Government. I would like to know whether it is a fact and how soon it is going to be done.

SHRI JAGDISH TYTLER: Sir. I would like to correct the non-Member when she referred to what I said that the Ved Marwah Committee had suggested the road safety measures. Now there has been a study conducted by the State Government for rationalising the routes by the RITES and they have given their suggestion that all the routes will be shared by the DTC and the private buses under a unifying time-table. But the State Government has also raised its objections on this. Implementation of this report is actually under the consideration of the State Government. It has also been directed by the hon. High

Court on a writ petition filed and a high-powered Committee under Justice Khanna has been appointed by the State Government to implement this. As regards the third part of the hon. Member's question, which is the most important part, no doubt, the Delhi Government has been looking at the possibility of having an underground railway system. In fact, the Cabinet constituted a Committee, a group, of Ministers to go into this aspect and clear the project. So, I am happy to announce that the Group of Ministers have already cleared this project and I think very soon, maybe, within a week or two, it will come to the Cabinet for final approval.

MISS SAROJ KHAPARDE: Sir, I would like to know from the hon. Minister whether the Government has taken any effective time-bound steps to discipline and train the private bus drivers, especially, the red-line bus drivers in Delhi; if so, the details thereof; if not, the reasons therefor.

SHRI JAGDISH TYTLER: Sir, I would like to inform the hon. Member that the Ministry itself has taken some measures to check the road accidents. We have formed a road safety cell in the Ministry to create an awareness. The State Government has taken steps to see that the driver training is there for people who are coming for licences and it has taken whatever possible steps are there to see to it that the people who are properly trained only are given licences. The drivers are given regular road safety lessons. So, the Government has taken these measures.

श्री राघवजी: सभापति महोदय, माननीय मंत्री जी अपने उत्तर के (ख) भाग में यह बताया है कि तेज गति के परिवहन के लिए योजना तैयार की गई है जिसकी लागत लगभग सात हजार करोड़ रुपये हैं लेकिन अभी तक इस संबंध में अन्तिम निर्णय नहीं लिया गया है। मैं माननीय मंत्री महोदय से यह जानना चाहता हूँ कि तीन मार्ग

सुझाए गये हैं जिसमें एक मेट्रो ट्रांसपोर्ट का है, दूसरा सरफेस ट्रांसपोर्ट का है। अगर मेट्रो ट्रांसपोर्ट महंगा पड़ता है तो सरफेस ट्रांसपोर्ट कम से कम लागू कर दें। मैं यह जानना चाहता हूँ कि यह तीन मार्ग जो सुझाए गए हैं प्रत्येक का क्या-क्या अनुमानित खर्च है? क्या कम लागत के हिसाब से आप भूतल परिवहन वाला काम करने पर आप विचार करेंगे?

SHRI JAGDISH TYTLER: Sir, I have already mentioned that the recommendation of the RITES study has, no doubt, been given to us for an integrated multi-model transport system. There are three phases; one is, two underground metro corridor in the East-West direction and in the North-South direction totalling 27 kms.; second is, surface rail corridor of 140 kms. mostly along side the existing netway within Delhi State and third is, a dedicated busway of 17.5 kms. along Najafgarh road.

The project will be taken up in two phases; one is the underground railway of 19 kms. and a surface railway of 31 kms. of course, we will have the 'dedicated bus way' for 17.5 kilometres. About the cost of the project, nothing can be said at this particular time. But I am sure that the project will cost over Rs. 7,000 crores. As per the report which has been submitted to the Group of Ministers, it will be a self-generating project and the money will not be required from the Central Government. The State Government has already allocated in its Budget for the study on Metro railways.

SHRI RAMACHANDRAN PILLAI: Mr. Chairman, Sir, the annual report of the Ministry for the year 1993-94 states that the number of road accidents have gone up to 3 lakhs and fatalities up to 60000 during the last two, three years. The Ministry, in the year 1986, had constituted a Cell to formulate policies on road safety measures. That particular

Cell prepared a Draft Policy Document. It aims at reducing the number of accidents to 2 lakhs and fatalities to around 25,000. This Draft Policy Document is pending for the last several years. There are reports that some interested parties, who are making immediate profits, are trying to stall the finalisation of the Document and implementation of the Document. I would like to know from the hon. Minister whether these reports are true. If so, I would like to know what steps the Government is taking to finalise and implement the said Policy.

SHRI JAGDISH TYTLER: Mr. Chairman, Sir, this question relates to all-India figures. The question I am answering relates to Delhi. But I would like to assure the Member that as soon as the report is finalised, it will be implemented. Whatever might be the interests—smaller or bigger—I will not let them interfere with it.

SHRI K. RAHMAN KHAN: Mr. Chairman, Sir, in view of the increased traffic in the metropolitan cities, mass rapid transport system is being introduced in some metropolitan cities. If it is sought to be introduced I would like to know whether the Central Government will assist the State Governments for introducing the mass rapid transport system.

SHRI JAGDISH TYTLER: This is a State subject. It will be dealt with by the State Governments.

श्री रामदेव भंडारी: महोदय, दिल्ली में इस समय वाहनों की संख्या 21 लाख है और प्रतिदिन लगभग 15 हजार वाहन बाहर से आते हैं। प्रतिवर्ष 2 लाख वाहनों की संख्या दिल्ली में बढ़ती है। इस तरह से दिल्ली में यातायात की व्यवस्था पर भारी दबाव है और यातायात व्यवस्था पर भारी दबाव जिस तरह से है उस तरह से यातायात व्यवस्था में सुधार नहीं हो रहा है। मैं मंत्री महोदय से जानना चाहता हूँ

कि जब तक यातायात व्यवस्था में समुचित सुधार नहीं हो जाता है तब तक दिल्ली में नयी गाड़ियों के रजिस्ट्रेशन पर किसी तरह का बंधन लगने जा रहा है या नहीं?

SHRI JAGDISH TYTLER: Mr. Chairman, Sir, there is no such proposal to restrict the registration of new vehicles.

SHRI NILOTPAL BASU: Sir, there is a growing impression that the question of road safety is being adversely affected by the induction of privately-owned vehicles in Delhi. I would especially like to refer to the growing public impression that the Red Line buses are the major source for the casualties. Will the Minister say whether his Ministry has conducted any survey as to the proportion of the Red Line buses' involvement in such fatal accidents?

SHRI JAGDISH TYTLER: Mr. Chairman, Sir, I would like to inform the hon. Member that as per the figures given to me by the Delhi Police and the State Government of Delhi, of the accidents which had occurred in Delhi, the maximum occurred because of cars; secondly by goods vehicles buses. I would like to say that out of about 1800 deaths which occurred due to accidents, the Red Line buses caused only 183 deaths. Mostly it is being caused by matadors, DTC buses, tankers, scooters, pedestal cycles. So, this sort of vehicles, even the bullock carts and rickshaws are also responsible where the accidents have taken place. But I can assure the hon. Member that after the Marwah Committee has given its recommendations, the Delhi Government is taking every step to see that that road safety aspect is looked after.

SHRI NILOTPAL BASU: But Red Line buses have been introduced only very recently.

SHRI JAGDISH TYTLER: Yes, very recently.

SHRI NILOTPAL BASU: But within that short period, so many accidents have taken place.

SHRI JAGDISH TYTLER: Well I have just given you the 1993 figures, not that I am trying to defend this thing. (*Interruptions*) Let me finish. I am saying that this is the total number of deaths. We are doing everything possible in this regard.

MR. CHAIRMAN: Question No. 522—Shri Sarada Mohanty. (*Interruptions*) we have spent 20 minutes on one question.

Pollution in Yamuna river

*522. SHRI SARADA MOHANTY :†
SHRI SOM PAL:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government have seen a news write-up by Shri Sayantan Chakravarty in the Indian Express of March 7, 1994 under the headline "Laying the ground for epidemics in Delhi."

(b) if so, whether Government have made an inventory of the major sources that are polluting or threatening to pollute the capital's water sources including river Yamuna and subsoil water;

(c) if so, what are the details thereof and whether some integrated long-term action plan has been formulated to tackle this multifaceted problem on a permanent basis;

(d) if so, what are the salient features thereof and by when it is targeted to become fully operative; and

(e) if not, what are the reasons for not doing so?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b) Yes, Sir

†The question was actually asked on the floor of the House by Shri Sharada Mohanty.

(c) The Central Pollution Control Board has identified various polluting sources in Delhi. The river Yamuna has been receiving industrial and domestic waste water through 18 major drains which are altogether discharging 1150 million litres of waste water per day. The ground water quality has been monitored at 19 locations. The water quality of the river Yamuna is not fit for its designated best use. The ground water quality has also shown deterioration at a few places. The Government has launched the Yamuna Action Plan for control and abatement of pollution in the river Yamuna.

(d) and (e) A statement is laid on the Table of the House.

Statement

The Yamuna Action Plan include:

- (i) Interception and Diversion of Municipal waste water;
- (ii) Sewage treatment;
- (iii) Low cost sanitation;
- (iv) Improved crematoria;
- (v) Afforestation along river banks
- (vi) Community participation.

The work on the Plan has already begun and it is expected to be completed by December 1998.

The industries have been directed to conform to the prescribed standards for effluents and emissions as per the stipulations made in the consent conditions.

The Municipal Corporation of Delhi have initiated action to augment their treatment facilities from the present capacity of 1400 million litres per day to 2250 million litres per-day by the end of the Eighth Plan period.

SHRI SARADA MOHANTY:
Mr. Chairman, Sir, nearly 1,000 tonnes