

Sad Plight of DTC Commuters

1707. **SHRI DHULESHWAR MEE-NA:** Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have noticed that the highly remunerative bus routes have been given to private transporters in the Capital, while D.T.C. is in deep red;

(b) if so, what are the reasons that the D.T.C. does not operate its own buses on those routes where the private operators are minting money; and

(c) what steps are being taken by Government to improve the very poor and erratic D.T.C. bus service in the capital, where commuters have to wait for an hour or so at times to get the bus and that too very over-crowded with people standing on footboards?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):

(a) No, Sir.

(b) Does not arise.

(c) The following steps have been taken to improve the DTC bus services:—

1. Timely docking and maintenance of buses;
2. Close monitoring of operations;
3. Strict action against defaulting staff;
4. Posting of time-keepers at important points to ensure punctuality in schedule, etc.
5. Maintenance of DTC vehicles as per the recommendations of Chassis manufacturers.
6. Improvement of crew behaviour and quality of service.
7. Prompt grievance redressal for staff, commuters, accident victims and suppliers, etc.

8. Route rationalisation.**Reviewing Routes Structure of DTC Buses**

1708. **SHRI S. S. AHLUWALLA:** Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the rationality of the existing route structure of the buses operated by Delhi Transport Corporation in the Capital have not been assessed for a long time and as a consequence, buses are found plying on a couple of route in rapid frequency with only a few passengers on board whereas on several other routes they ply with long frequency with unmanageable passenger loads;

(b) the steps taken to remove such irrationality in DTC operations;

(c) whether a large number of buses are found stranded on the roads due to break down; if so, the reasons therefor;

(d) how the average operative life of a bus under DTC compares with that under BEST in Bombay or other major public transport agencies; and

(e) what steps are being taken to prevent mishandling of the bus engines by DTC drivers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) DTC undertakes route rationalisation on a continuing basis. Route-wise statistics are maintained and monitored. Surveys are carried out, from time to time, and services adjusted as far as possible according to traffic needs. Based on the surveys new routes are introduced and existing routes extended/modified/curtailed for gainful utilisation of limited resources at the disposal of the Corporation.

(c) The current rate of breakdown of DTC buses per 10,000 kms. is 0.74 per cent. On account of the increasing age of buses, there are