

Discussions with the Sri Lanka  
Foreign Minister

\*51. SHRI HARVENDRA  
SINGH HANSPAL:  
SHRIMATI VEENA  
VERMA:

Will the Minister of EX-  
TERNAL AFFAIRS be pleased to state:

(a) what was the outcome of the recent talks of the visiting Sri Lankan Foreign Minister with the Government leaders here; and

(b) what is the Government's considered reaction to Sri Lanka's reported demands for speeding up the withdrawal of the IPKF and its complaint that IPKF had armed T. N. A. in the north-eastern provinces ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I. K. GUJRAL): (a) and (b) The Sri Lankan Foreign Minister's visit to Delhi (December 6 to 8) was for conveying *the* greetings and good wishes of the Government and people of Sri Lanka to the Prime minister and to our new Governments. The talks with the Foreign Minister were on matters of mutual interest including the de~~duc~~duction of IPKF, and recent developments in the North Eastern Province.

In the discussions Government reiterated its resolve to strengthen relations with neighbouring countries, in keeping with the commitments made in the National Front's manifesto. Both Governments were of the view that the approach should be one of trust and cooperation and of a joint endeavour for the mutual fulfilment of Obligations.

Plying of private buses on D. T. C.  
Routes

\*52. SHRI VIRENDRA  
•VERMA:  
SHRI ISH DUTT  
' YADAV:

Will the Minister of SURFACE  
TRANSPORT be pleased to state:

(a) whether it is a fact that despite various measures taken by Government, the involvement of private buses running on Delhi Transport Corporation routes in fatal accidents continues to be on the rise

(b) if so, what is the comparative number of fatal road accidents involving Delhi Transport Corporation buses and the private buses running on D. T. C. routes since the beginning of 1989, till date,

(c) whether Government propose to review the question of plying of private buses on Delhi Transport Corporation routes with a view to impose more strict conditions on them besides ensuring the road worthiness of the buses; and

(d) if so, what steps have been taken by Government in this direction?

THE MINISTER OF SURFACE TRANSPORT AND THE MINISTER OF COMMUNICATIONS (SHRI K. P. UNNI KRISHNAN): (a) and (b) During January-November, 1989, fatal accidents involving D. T. C. buses were 161 and those involving private buses were 48. With reference to the number of buses operated by DTC and private operators, the rate of fatal accidents per bus per month for a period of January-November, 1989 works out to 0.0037 for DTC and 0.0059 for private operators buses.

(c) and (d) In the context of increasing traffic demand and the constraints of resources of DTC

for addition to its fleet, the operation of PO buses on Delhi routes has been permitted to supplement the services of DTC. As far as the question of reduction in road accidents involving PO buses is concerned, besides requirement of certificates of road worthiness of buses, the enforcement authorities have been taking steps to inculcate a sense of road discipline through educative measures such as distribution of road safety literature, special programmes on radio and T. V. and by strict enforcement of regulations through challaning of offenders of over-speeding rash driving violating traffic signals, etc.

**Proposal to increase the fleet of D. T. C. buses**

\*53. DR. MOHD. HASHIM KIDWAI: Will the Minister of SURFACE TRANSPORT be pleased to state:

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(a) whether it is a fact that the fleet of Delhi Transport Corporation buses has not increased since 1987 in spite of the fact that the number of commuters has been rising continuously and most of the buses are overloaded;

(b) if so, what are the reasons therefor and whether there is any proposal at present to increase the fleet of DTC; if so, the details thereof;

(c) whether it is also a fact that most of the DTC routes tend to centralise and that the population of Delhi has proliferated and decentralised while the DTC routes have not been decentralised in that proportion; and

(d) if so; what are the reasons therefor and the steps being taken in the matter?

THE MINISTER OF SURFACE TRANSPORT AND THE MINISTER OF COMMUNICATIONS (SHRI K. P. UNNIKRISHNAN):

(a) and (b) DTC has been every year acquiring buses both to replace the overaged buses as well as to augment its fleet. As compared to 4077 buses on 1-4-1987, DTC has as on date 4388 buses. DTC had purchased 201, 408, 475, and 300 buses during 1985-86, 1986-87, 1987 - 88 and 1988-89 respectively. Another lot of 506 buses are programmed to be purchased during the current year.

(c) and (d) Routing pattern in Delhi is influenced by radial nature of the city, concentration of office complexes and commercial complexes at certain places and uni-directional flow of traffic at fixed hours in the morning and evening. However, to cater to the needs of commuters coming from far flung areas the DTC has been either introducing new routes or extending existing routes. Further the exercise of route-rationalisation on a continuing basis is also undertaken by D. T. C.

**New Doordarshan Centres**

\*54. SHRI BAIKUNTHA NATH SAHU: Will the Minister OF INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have any proposal to set up some new Doordarshan Centres in the remaining period of the Seventh Plan;

(b) if so, what is the number of such new TV centres proposed to be established in the country; and

(c) what is the State-wise location and other details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI P. UPENDRA): (a) to (c) State/ Union territory-wise locations and other details of the new Programme Production Centres and Transmitting Centres which, according to present indications, are expected to be commissioned into service during