

limited international flights has been received.

(b) The report is under examination of the Government.

Accident and D.T.C. drivers

501. SHRI MURLIDHAR CHANDRA-KANT BHANDARE: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware that vehicles of DTC are responsible for over 20 per cent of fatal accidents in Delhi, although its fleet of buses is only about 1 per cent of the vehicles on the roads in Delhi;

(b) if so, what are the reasons for the increasing percentage of such accidents;

(c) whether the route timings are revised from time to time after surveying road and traffic conditions to ensure that drivers do not have to travel at high speed to maintain the timings;

(d) After recruitment, the drivers are properly trained and medically fit;

(e) whether there is any system whereby drivers are periodically checked for their driving efficiency and medical fitness; and

(f) whether Government propose to monitor the working hours of drivers, including those driving DTC operated private buses so as to exclude driver fatigue as a cause of accidents?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) For the purpose of meaningful analysis of accident data, the accidents are related to the total kilometrage performed by the vehicles. On an average DTC buses cover about 10 lakhs Kms. per day and the rate of accident per lakh K.M. in respect of DTC buses has shown a declining trend as is evident from the following:—

(per lakh Kms.)

Year	Accidents
1982-83	2.08
1983-84	1.61
1984-85	1.37

(c) Schedule of the services of routes is drawn after taking into account the actual traffic conditions of the routes. On complaints from crew about insufficient running time, routes are re-surveyed and timings readjusted.

(d) After recruitment, the drivers are subjected to undergo a training course in the training school of the Corporation under qualified Instructors. After completion of the training course, candidates have to appear in a test. Those who pass the test are given appointment for line duty. They are also medically examined and those found deficient in physical fitness are rejected.

(e) There are checking squads, who check the driving habits of drivers on line. Those found infringing the traffic rules, are taken out of line duty and are sent to the training school for a refresher course. Driving licence for Commercial Vehicles is renewable every 3 years and the renewal is subject to medical fitness. After the completion of 55 years of age, every driver is medically examined by a Medical Board and those declared physically fit are given extension of service for one year. This system is repeated every year thereafter till the age of superannuation which is 58 years.

(f) Duty hours of drivers are regulated in accordance with the provision of the Motor Vehicles Act, 1939 and the Motor Transport Workers Act, 1961 and provide for adequate rest periods.

D.T.C. and hiring of buses

502. SHRI MURLIDHAR CHANDRA-KANT BHANDARE: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware that the utilisation of DTC owned buses is less than that of privately owned buses under DTC operation which guarantee private owners a utilization of 225 kilometers daily;

(b) if so, what is the financial loss incurred by the DTC as a result of under-utilization of its own buses;

(c) on what basis the rate of payment to private owners is fixed and what are the circumstances for which the rate increased recently;

(d) what are the reasons that the usual Government procedure is not followed for floating tenders for hiring privately owned vehicles; and

(e) what criteria are followed for selecting the owners from whom the buses are hired?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) On an average actual kilometers rendered daily by a DTC city bus in comparison to a private bus under DTC operation is slightly on the lower side. Private buses are attached on a guaranteed minimum of 225 kms. per bus daily and their schedules are not interfered. The operations of DTC's own buses include meeting commitments of Special arrangements for trips for office-goers and these involve certain amount of waiting time, which reduces the average Kms.

(c) The hire charges payable to Private Operators are fixed on the basis of costs studies in respect of various items of inputs. These hire charges were last fixed in the year 1981 and have been revised effective September '84 taking into account the increase in the operational cost.

(d) The private buses are engaged by the DTC after inviting applications through Press advertisement. Since the number of buses to be engaged at one time is in the range of 100 to 200, the system of floating tenders is not considered feasible as firstly, there may not be a single operator who could offer the required number of buses and secondly, in the case of single bus owners/2-3 buses owners, the rates quoted by such owners may differ in each case and for different routes or areas of operation and in such a position not only the engagement of buses would be not possible but also there would be a practical difficulty in maintaining record of charges payable and other information. The present scheme is

also envisaged to check monopoly of private bus operations in running large number of buses.

(e) The criteria followed for selection of buses for engagement under DTC is availability of a ready bus for operation with preference to those with the latest models. This criteria is notified in the advertisement itself which is released through leading dailies.

Mankhurd-Belapur rail line

503. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the Minister of TRANSPORT be pleased to state:

(a) what is the progress of the Mankhurd-Belapur railway line in Maharashtra; and

(b) whether there is a proposal under consideration to supplement the railway budget by raising the resources through the State Government?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Physical progress of the project till September, 1985 is 1.35 per cent.

(b) Yes, Sir.

Rakes for Movement of Coal to Jammu and Kashmir

504. SHRI GHULAM RASOOL KAR: Will the Minister of TRANSPORT be pleased to state:

(a) the number of rakes allotted for movement of coal to Jammu and Kashmir in the last three years;

(b) the names and addresses of the parties who actually got moved the rakes; and

(c) the number of rakes which actually reached the destination and how many are in the pipe line and by when they are likely to reach the destination?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.