

Unions and individual workmen relating to various aspects of the coal industry. Without any indication as to which particular organisation or individuals, submitted the memorandum, under reference it is not possible to identify it.

Income from DTC buses and the hired buses under DTC operation

388. SHRI GIAN CHAND TOTU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the income derived by the Delhi Transport Corporation from the operation of (i) buses owned by it, and (ii) private buses engaged by it, during the last three years; and

(b) the terms and conditions on which private buses are engaged for operation by the Corporation?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) The details required are as under:—

	Income from DTC buses (Rs. in lakhs)	Income from private buses (Rs. in laahs)
1975-76 . . .	1625.59	66.07
1976-77 . . .	2243.15	37.86
1977-78 . . . (Provisional)	2182.79	267.95

In addition to the above, the DTC realised the following amounts as charges from buses engaged under its Administrative and Operational Control Charges Scheme:—

	Rs. in lakhs
1975-76	19.60
1976-77	30.38
1977-78 (Provisional)	23.74

(b) Private buses have been engaged by DTC under the following two schemes:—

(i) **Kilometrage Scheme.**—The bus owners are paid hire charges at rates varying from Rs. 1.30 to Rs. 1.50 per Km., depending on the age of the vehicle, with a guaranteed minimum kilometres of 250 per bus per day. The driver is provided by the bus owner and the conductor by D.T.C. The income is deposited with the Corporation. For meeting peak hours traffic requirements, the owners are paid at rates varying from Rs. 1.40 to Rs. 1.60 per Km., depending on the age of the vehicle, with guaranteed kilometrage of 125 per bus per day.

(ii) **Administrative & Operational Control Charges Scheme.**—At present, only mini buses are engaged under this Scheme. The bus owners are required to pay administrative charges to DTC at different rates ranging from Rs. 125 to Rs. 1000 per bus per month depending on the per kilometre income of the route. The bus income is retained by the owners, who employ their own crew.

Receipt of threatening letters by freedom fighters

389. SHRI GIAN CHAND TOTU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware that freedom fighters including Members of Parliament holding Tamra Patras have received threatening letters asking them to get verified their jail sentences on the basis of which they have received Tamra Patras etc.; and

(b) if so, what action Government have taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): (a) and (b) Whenever any complaint or

representation is received by Government questioning the eligibility of freedom fighters, including Members of Parliament, who are in receipt of Tamrapatras etc., the points at issue are verified through the State Government and/or the individual concerned in order to arrive at a decision in the matter. The Government is not aware that freedom fighters are receiving threatening letters in this regard.

Thermal power stations in the country

390. SHRI S. W. DHABE: Will the Minister of ENERGY be pleased to state;

(a) the number of proposals received by his Ministry from the Ministry of Railways for starting thermal power stations for power generation and extraction of coal during the last three years;

(b) what are the details thereof; and

(c) by when the projects are likely to start?

THE MINISTER OF ENERGY
(SHRI P. RAMACHANDRAN): (a)

and (b) The Ministry of Railways had submitted the feasibility reports for setting up four (4) number of Thermal Power Stations, one each in West Bengal, Bihar, Western U.P. and Kalyan (Chola) in Maharashtra. The details of the Schemes are given in the attached Statement.

As regards, the linkage of coal for these Power Houses, it has not been done so far. Necessary action in this behalf will be taken by the Central Electricity Authority on receipt of detailed project reports from the Ministry of Railways.

(c) The techno-economic feasibility of the Schemes have not yet been established as the necessary inputs to the Schemes have not been tied up specifically. The Ministry of Railways have been asked to revise the feasibility reports and also to supply some relevant information on environmental pollution etc. These are still awaited. The Ministry of Railways have also been asked to prepare a Paper examining the need for setting up of such captive power generating stations and seek the approval of Grants in accordance with the procedure laid-down for the purpose.

Statement

Details of proposals received for captive thermal power stations from the Ministry of Railways

S. No.	Name of the Scheme/State	Capacity (MW)	Date of receipt	Estimated cost (Rs. lakhs)	Proposed source of coal
1	Thermal Power station in Asansol-Calcutta Region (West Bengal).	2 × 110	Sept. 1974	7072.0	Raniganj coalfields.
2	Kalyan Thermal Power Station Extension (Maharashtra).	2 × 110	May, 1975	6089.0	CIC Coalfields.
3	Thermal Power Station in Son Nagar-Mughal Sarai Region (Bihar).	2 × 110	Jan. 1975	6889.40	Jharia Karanpura and Bokaro coalfields.
4	Thermal Power Station in Western U. P.	2 × 110	Feb. 1975	6841.0	Pench-Kanhan Valley, Sone Valley and Karanpura coalfields.