

(SHRI SUKHDEV PRASAD) : (a) Government is not aware of any such offer.

(b) and (c) Do not arise.

श्रीमती लक्ष्मी कुमारी चौडावत : Sir, it was published in a newspaper. So, I would like to put a question. मैं यह जानना चाहूंगी कि हमारे सरकार की इस सम्बन्ध में क्या नीति है कि अगर कोई विदेशी फर्म भारत में आकर यहाँ पर स्टील प्लान्ट खोलना चाहती है और जैसा कि एक पश्चिमी जर्मनी की फर्म ने प्रस्ताव भी किया है, क्या सरकार उनको यहाँ पर स्टील प्लान्ट खोलने की इजाजत देगी; क्योंकि विदेशों में यह महसूस किया जा रहा है कि हिन्दुस्तान में प्रोडक्शन की कास्ट दुनिया भर में सबसे कम आती है? मैं साफ़ तौर पर यह जानना चाहती हूँ कि कोई विदेशी कम्पनियाँ जो भारत में आकर स्टील प्लान्ट खोलना चाहती हैं, क्या सरकार उनको यहाँ पर स्टील प्लान्ट खोलने की इजाजत देगी या नेशनल सेक्टर में ही स्टील प्लान्ट खोलनी आवेगी? इस सम्बन्ध में सरकार की स्पष्ट पालिसी क्या है?

श्री चन्द्रजीत यादव : श्रीमन्, यद्यपि यह प्रश्न मूल प्रश्न से उत्पन्न नहीं होता है तो भी चूँकि माननीय सदस्या ने प्रश्न पूछा है, मैं उनका जवाब दे देता हूँ। भारत सरकार की पालिसी इस सम्बन्ध में बहुत साफ़ है। हम अपने देश में इस्पात के बड़े कारखाने सार्वजनिक क्षेत्र में खोल रहे हैं। हमारी जो इस वक्त क्षमता है और भिलाई और बोकारो इस्पात कारखानों के विस्तार का जो काम चल रहा है उसके पूरा होने के बाद जो हमारी आवश्यकता है, उनको देखते हुये इस वक्त हमारी क्षमता ठीक है। आने वाले 25 वर्षों में कितने इस्पात की इस देश की आवश्यकता होगी और किस तरह से उसके लिए साधन करना चाहिये, इस बात की ओर हमने ध्यान दिया है, और हम चाहते हैं कि इसका अध्ययन करें ताकि इस शताब्दी के अन्त तक देश को कितने इस्पात की आवश्यकता होगी और उसके लिये कितने साधन चाहिये, इसका हमें पता लग सके। इन सब बातों का अध्ययन किया जा रहा है।

*96. [The Questioner Shri Bezawad Papa Reddy was absent. For answer of vide Cols. 31 infra.

*97. [The Questioner (Sarvashri Mahendra Bahadur Singh and Sawaisingh Sisdia were absent; Shrimati Lakshmi Kumari Ciamidawal did not put the question.

New Fare System in D.T.C.

"98. SHRI KHURSHED ALAM KHAN† :

SHRI GANESH LAL MALI : SHRI JAGDISH JOSHI : SHRI KASIM ALI ABID : SHRI PIARE LALL KUREEL URF TALIB :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that a new fare system has recently been introduced by DTC;

(b) whether the introduction of the new fare structure has resulted in reducing the work load and consequent saving in the wages; and

(c) what is the percentage of short-distance passengers who have been adversely affected by this fare structure ?

THE DEPUTY MINISTER OF SHIPPING AND TRANSPORT (SHRI DALBIR SINGH) : (a) Yes, Sir. The two-stage fare system has been introduced by the Corporation with effect from 22-10-75.

(b) Yes. The introduction of the new fare structure has considerably reduced the workload of bus conductors and the staff of the ticket Section of the Corporation. It is expected that it would result in considerable monetary savings also.

(c) About 43% of the commuters, who were paying fares of 10 paise, 15 paise and 20 paise for a distance of 2.5 kms., 4 kms. and 6 kms. respectively with a surcharge of 5 paise for express services under the earlier fare system, have been adversely affected by the introduction of the minimum fare of 30 paise.

†The question was actually asked on the floor of the House by Shri Khurshed Alam k h-in

SHRI KHURSHED ALAM KHAN : Sir, in the first instance, I would like to correct the hon. Minister and say that it is not a flat fare system. When there is a flat fare there is only one fare but in this case there are two fares. So, at best, it can be called a zonal fare system. Then, the D.T.C. seems to be making all kinds of experiments in the last two years. No doubt, of late some visible signs of improvement are there. I must say here that transport is both a science and an art and, therefore, careful experiments should be made and not all kinds of experiments. In this connection, I would like to know whether the number of tickets sold daily has increased or decreased in comparison with the number of tickets sold daily when the conventional fare system was in vogue.

SHRI DALBIR SINGH : Sir, the conventional fare system has been in vogue for the last twenty years and there has not been much of a revision in that system. After the introduction of the new system, (here has been a decrease in the number of daily passengers and the reason for this situation is that an inter season has set in and usually the number of passengers in winter season is reduced as compared to other seasons. Therefore, after the season is over we can make an assessment and find out whether the number is increasing or not.

SHRI KHURSHED ALAM KHAN : Sir, the answer is not very convincing. When a comparison is made, it is made with the corresponding period of the previous year. The number of tickets sold in November, 1975 is to be compared with the number of tickets sold in November, 1974. Therefore, this comparison can be made without waiting for the season to be over. The reduction in the number of employees has been marginal, I would like to know whether they have been able to reduce the number of advance ticket sellers or reduce the number of conductors on buses. Has any saving been made on that account ? The reduction in the number of bus conductors is a marginal saving which should not be given much weight particularly when

the people have to pay extra for short distance journeys. I would like to know whether it is a fact that in this country neither in the metropolitan cities nor in any other city this fare system is in vogue. This is a novel thing for this country and most untried to our requirements and needs.

SHRI DALBIR SINGH : Sir, this is a new system and the hon. Member is saying so many things about this system before giving it a fair trial. This system was introduced only about two and a half months back. Within such a short period of time we cannot have any assessment whether it is successful or not successful. So, after a fair trial is given to it, we can say definitely whether this is a good system which should be continued in the interests of the passengers in the city or not.

SHRI N. G. GORAY : You can say whether your revenues are going up or not.

SHRI DALBIR SINGH : So far the revenues are not going up. They are static. And, I have said that it is so on account of the reasons which I have already stated.

SHRI KHURSHED ALAM KHAN : Comparisons should be with the corresponding period of the previous year.

SHRI DALBIR SINGH : The hon. Member may not be convinced by the reasons but I am stating the facts which are there.

SHRI KHURSHED ALAM KHAN : Nothing has been said about the savings made on conductors under this system.

SHRI DALBIR SINGH : We have not made any assessment so far. It will take some time, at least a year or so, and only after that we can have the assessment of all these details and we will be in a position to say definitely whether it is successful or not.

MR. CHAIRMAN : Yes, Shri Ganesh ! al Mali. Dr. Dhillon, do you want to add something ?

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILLON) :

Mr. Chairman, Sir, he asked us the question about the number of passengers. Unfortunately we have only completed a few months. Therefore, the comparisons that we had to make from November last year till November this time would have got mixed up with both the systems, i.e. the earlier system and the new system. I have got the figures from June onwards. Passengers carried daily were :

	lakhs
In June	13.10
July	15.59
August	16.66
September	18.20
October	18.20
And in November, it fell down	16.51

The earnings per kilometre have shown a slight improvement.

	Rs.
In June 1975, it was	128
July " "	136
August " "	136
September " "	137
October " "	141
November " "	139

So, there is a slight improvement.

SHRI KHURSHED ALAM KHAN : It is a progressive statement of the year. What about the comparative statement of previous years ?

DR. G. S. DHILLON : I may again remind the hon. Member that if we compare it with last year, from November last year to November this year, both the systems will get mixed up. We cannot give it in a lump sum. For that I would require notice. Or I will lay it on the Table of the House as soon as I collect the figures in a comparative sense.

श्री गणेश लाल माली : जैसा कि सब को मालूम है कि नये फेयर सिस्टम जारी करने से पहले डी० टी० सी० घाटे पर चल रही थी। मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि इस घाटे को पूरा करने के लिये यह नई दरें बढ़ाई गई हैं या कर्मचारियों की हेरा-फेरी की

वजह से अथवा मैनेजमेंट की लापरवाही की वजह से घाटा हो रहा था और इसकी वजह से यह नई दरें बढ़ाई गईं?

इसके साथ ही साथ मैं यह भी जानना चाहता हूँ कि क्या नई दरें बढ़ाने का यह मतलब था कि पैसंगरों को नई सुविधायें प्राप्त की जा सकेंगी और नई व्यवस्था दी जायेगी?

डा० जी० एस० धिल्लों : अभी तो जैसा मैंने देखा है वह यह कि मैंने अभी तक घाटा ही इन्हें रिट किया है। आज ही सुबह मैंने स्टाफ को बुलाया और मालूम किया कि पिछले दस साल में जितना घाटा हुआ था उसको कैसे पूरा किया जा सकता है। अगर जो घाटा 1971 तक हो चुका है, उसको राइट आफ भी कर दिया जाये तो बकिंग बॉलेंस प्लस इन्स्ट पांच पैसा बढ़ा दिया जाय तो वह घाटा भी बड़ी मुश्किल से पूरा होता है। पिछले बीस सालों से किराया बढ़ाया नहीं गया है और खर्चा तिगूना और चौगुना ज्यादा हो गया है जब कि बम्बई और मद्रास में कई दफा किराया बढ़ा दिया गया है। इस तरह से मेरे लिये यह एक बड़ा मुश्किल काम है और इस मुश्किल को दूर करने के लिये मैं कोई रास्ता सोच रहा हूँ और आप भी सोचें कि यह घाटा न हो।

श्री जगदीश जोशी : क्या माननीय मंत्री जी यह बतलाने की कृपा करेंगे कि चूंकि डी० टी० सी० की बसों में एक ही दरवाजा होता है जिसकी वजह से कंडक्टर अच्छी तरह से अपने काम का निरीक्षण नहीं कर पाता है? कौन मुसाफिर टिकट लेकर चढ़ रहा है और उतर रहा है, उसको इसका ज्ञान नहीं रहता है, इसलिये अगर डी० टी० सी० की बसों में दो दरवाजें हों, तो कंडक्टर को निरीक्षण करने में भी सुविधा होगी और मुसाफिरों को भी चढ़ने उतरने में सुविधा होगी ?

MR. CHAIRMAN : This is a suggestion for action.

श्री ओउम् प्रकाश त्यागी : मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि जो नया सिस्टम डी० टी० सी० में शुरू किया गया है वह केवल इस मकसद से किया गया है ताकि इसकी आमदनी ज्यादा हो। इस नई व्यवस्था के कारण जो लोग स्ट में चलने वाले यात्री हैं उनको बड़ी कठिनाई का सामना करना पड़ रहा है, क्या इसके बारे में

आपको ज्ञान है? लाल-किले से जो यात्री लम्बी रूट में यात्रा करते हैं, उन्हें पहिले वहाँ पर क्यू पर खड़ा होना पड़ता है और फिर दूसरी जगह पर उन्हें बस बदलनी होती है, वहाँ पर दुबारा क्यू में खड़ा होना पड़ता है और इस तरह से उन यात्रियों को कष्ट होता है और आपको इस नई व्यवस्था से लाभ भी नहीं हुआ है। इसलिये मैं आपसे यह जानना चाहता हूँ कि जो लम्बी रूटों में यात्रा करने वाले यात्री हैं, क्या उनकी सुविधा के लिये लम्बी रूट वाली बसें चलाने पर विचार करेंगे या नहीं? अगर नहीं करेंगे, तो क्यों नहीं?

DR. G. S. DHILLON : Thank you very much for this suggestion. We will examine this.

DR. K. MATHEW KURIAN : The information given by the hon. Minister does not seem to be correct. Sir, according to my information, the earning per kilometre has declined from October (141) to November (139) and December (136). Similarly, I would like to know whether it is a fact that the percentage of people affected in the ordinary bus sector (apart from express which is 43 per cent) is high. The total number will add up to 43 + 14 per cent in the 45 to 60 paise range + another 7 per cent. Therefore, a large percentage, much bigger than what the Ministry thinks, has been affected by this new relative fare increase. But on the other hand, earning per kilometre has declined from October to November-December. Is it true or not?

DR. G. S. DHILLON : Sir, I gave the figures as they are before me but if you hand me over your figures—I stand subject to correction—I will compare them.

DR. K. MATHEW KURIAN : I got the information from reliable sources. I would like to check up whether the Minister has been misled by the officers concerned.

DR. G. S. DHILLON : My reliable source is the department. If you reveal your reliable source, I will try to verify which is more reliable.

Allotment of National Truck Permits

*99. SHRI JAGDISH JOSHI : SHRI GANESH LAL MALI'

SHRI KHURSHEED ALAM KHAN :

SHRI KASIM ALI ABID :

SHRI PIARE LALL KUREEL urf TALIB :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that 5,000 national truck permits are being issued under the 20-point economic programme for facilitating inter-State movement of trucks ;

(b) whether any criteria have been fixed for allotment of these permits to the various operators ensuring their equitable distribution; and

(c) the number of such permits likely to be allotted in the Union Territory of Delhi ?

THE DEPUTY MINISTER OF SHIPPING AND TRANSPORT (SHRI DAL-BIR SINGH) : (a) A ceiling of 5300 permits for Public carriers (trucks) to be issued by the various States and Union Territories has been specified under the National Transport Permit Scheme.

(b) Yes, Sir.

(c) The ceiling of national permits, fixed in respect of the Union Territory of Delhi, is 250.

श्री जगदीश जोशी : माननीय मंत्री जी क्या यह बतलाने की कृपा करेंगे कि जो नेशनल परमिट्स के लिये 5 हजार की सीमा का निर्धारण किया गया है उनको किस प्रकार वे वितरित कर रहे हैं, राज्यों को दे रहे हैं, या प्रादेशिक परिवहन प्राधिकरण को यह काम देंगे और किस आधार पर टुक पूरे देश में जा सकेंगे?

tThe question was actually asked on the floor of the House by Shri Jagdish Joshi.