

**RAJYA SABHA**

*Friday, the 20th December, 1974/29th  
Agrahayana, 1896 (Saka)*

The House met at eleven of the clock, Mr.  
Chairman in the Chair.

**ORAL ANSWERS TO QUESTIONS****D.T.C. Buses in workshops**

782. SHRI QASIM ALI ABID :  
SHRI IBRAHIM KALANIYA :  
SHRI KHURSHED ALAM  
KHAN :

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

(a) whether it is a fact that more than 100  
buses of the Delhi Transport Corporation are  
held up in workshops for major dockings and  
repairs;

(b) whether it is also a fact that these  
buses were procured hardly three to four years  
ago and are lying in a state of disrepair for the  
last six to eight months; and

(c) if so, what steps Government propose  
to take to make these buses roadworthy?

THE MINISTER OF STATE IN THE  
MINISTRY OF SHIPPING AND TRANS-  
PORT (SHRI H. M. TRIVEDI) : (a)  
and (b) Yes, Sir.

(c) Critical engine spares required for the  
repair of these buses are in short supply.  
Vigorous efforts are being made by the Delhi  
Transport Corporation to procure these from  
the available sources.

The question was actually asked on the  
floor of the House by Shri Khurshed Alam  
Khan.

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SHRI KHURSHED ALAM KHAN : It is  
really a matter of great regret that the services  
provided by the DTC are neither efficient nor  
adequate nor dependable. The operational  
efficiency is far from satisfactory while the  
economics of operation is a disaster. There is  
no dearth of spare parts, no spare parts are  
now required to be imported from abroad.  
Therefore may I know from the hon. Minister  
about the average weekly utilisation  
percentage and the reasons for the low  
percentage when the overaged vehicles are  
hardly 4 to 5 per cent out of the total fleet, and  
what is being done to meet this most  
unsatisfactory situation?

SHRI H. M. TRIVEDI : Sir, taking the  
question as a whole, the DTC actually pos-  
sesses two kinds of vehicles, Tata Mercedes  
Benz and Leyland. The fleet utilisation of  
Leyland has now touched 82 per cent. As far  
as Tata Mercedes Benz is concerned, the fleet  
utilisation is about 65 per cent.

Answering the second part of the question,  
it is true that no spare parts are now required  
to be imported. But for Tata Mercedes Benz,  
D-I pistons have been in extreme short supply.  
Shri Ram Pistons have only last month gone  
into production, and both Tata D-I Pistons and  
India Pistons will shortly go into production.  
Now, there is an acute shortage of D-I pistons.  
It is for this reason that a fair number of  
vehicles have been held up for repairs and  
reconditioning. The hon. Member may also be  
interested to know that as far as the Central  
Workshop is concerned, while until a few  
months ago they were reconditioning only  
about 40 to 45 engines, in November, 1974  
they have succeeded in reconditioning  
something like 120 engines. In other words,  
we have to make up for the backlog, and the  
fleet utilisation will then improve.

SHRI KHURSHED ALAM KHAN : The entire situation as it is today is wholly unsatisfactory and calls for immediate measures since public transport is most vital for the commuters. Particularly in these days such a high cost of fuel has substantially increased the load on the public transport system. Besides, the work being done in the Central Workshops is definitely substandard. Otherwise, we would not see a great number of buses emitting black smoke all over Delhi. May I know from him if the present operating inefficiency could be attributed to the wrong choice of vehicles for urban operation? And who is responsible for selecting the Tata chassis, and what action is proposed to be taken in this regard to see that changes are incorporated in the body design to increase the carrying capacity also?

SHRI H. M. TRIVEDI : As far as the DTC fleet is concerned, the indigenous manufacturers are only two, namely Tata Mercedes Benz and Leyland, and therefore we have to confine our supplies to them. As far as the operating efficiency is concerned, it has been increasing, and if I may give the figure . .

SHRI KHURSHED ALAM KHAN : What is the percentage?

SHRI H. M. TRIVEDI : As I said, as far as Leyland is concerned, the operational efficiency is about 82 per cent and as far as Tata Mercedes Benz is concerned, it is about 65 per cent.

Sir, as I had explained, as soon as the spare parts for Tata Mercedes Benz are available and if we get over the backlog be reconditioning the buses which are not in order now, we hope that the operational efficiency will be improved.

SHRI D. D. PURI : May I know, Sir, what is the percentage of buses which, even though they are on the road, profusely emit smoke all the time wasting fuel, fouling the atmosphere and otherwise proclaiming loudly that they are in a state of chronic disrepair ?

SHRI H. M. TRIVEDI : Sir, the number of buses emitting smoke have not been, in fact, counted in that fashion.

SHRI Y. B. CHAVAN : It is a very sophisticated question.

SHRI NABIN CHANDRA BURAGO-HAIN : May I know from the hon'ble Minister whether any attempt has been made to know the average percentage of the total number of buses belonging to the D.T.C. held up in workshop for repair, and whether there is improvement or deterioration in the year 1974 compared to the year 1943-44? From my own source I know that there is deterioration in the year 1974. What steps, if any, have been taken to remove the deterioration?

SHRI H. M. TRIVEDI : Sir, of the total fleet of the D.T.C. now of about 1,670 buses, something like 140 Tata and about 40 Leyland buses are under repair. That indicates the percentage.

SHRI NABIN CHANDRA BURAGO-HAIN : What is the average? I want to know whether there is deterioration in the percentage in the year 1974 compared to 1943-44.

SHRI H. M. TRIVEDI : The percentage would not really be indicative because the fleet of buses has been increasing over the period. We are in the process of adding something like 400 buses every year.

SHRI LOKANATH MISRA : May I know, Sir, whether the hon'ble Minister does not consider the profuse emission of smoke to be a health hazard and whether all the foreign countries are trying to minimise this emission of smoke to the extent possible and, if so, why our Government are not taking step in order to bring down and curb the emission of smoke to the extent possible not to speak of the rotten engines which are working even though there are advanced methods of checking the emission of smoke which *fouls* the atmosphere? What attempts are being made by our Government to bring down this smoke menace?

SHRI H. M. TRIVEDI : This is a suggestion for investigation. We will investi-gate.

SHRI YASHPAL KAPUR : May I know, Sir, whether it is a fact that the deficiencies in the transport system in Delhi are due to the Transport Advisory Committee not being able to function properly? The meetings of this Committee have always ended in confusion. They never assembled to give any advice. May I further know whether the Board of Directors, which has Lieutenant Governor as its Chairman, has been able to find sufficient time to look after the management affairs of the D.T.C., and also whether the non-official directors of the Board, when they go to that office, not to talk of any office or them, there is not even a chair provided for them to sit there? Does not the Government think that it would be better to have a well-experienced or retired person who has been in the transport work to head this Committee, and whether there should not be a proper office for this Board of Directors to function so that they can contribute to efficiency?

SHRI H. M. TRIVEDI : Again, Sir, it is a suggestion for consideration.

MR. CHAIRMAN : These suggestions may be looked into. Next question.

\*783. *The Questioner (Shri Dwijendra-lal Sen Gupta) was absent. For answer vide col. 34 . . . infra].*

Observations made by Indian Ambassador to U.S.A

\*784. SHRI RABI RAY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the news item which has appeared in the 'Hindustan Times' of the 7th December, 1974 to the effect that India's Ambassador to the United States had expressed his misgivings about the implementation of new U.S. policies as announced by Dr. Henry Kissinger during his recent visit to India; and

(b) if so, what are the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS) : (a) and (b) Yes, Sir, The Government have seen reports in various newspapers to this effect. The Ambassador made these remarks during an interview by AIR-American University Radio Television Programme on December 6, 1974 in answer to a question as to what remained clouded in Indo-U.S. relations despite the Ambassador's statement that there had been a change for the better in these relations. The Ambassador's remarks was addressed to those in USA who may have hesitation about the implementation of the new policy announced by Secretary of State, Dr. Kissinger in India.

श्री रबी राय : अध्यक्ष महादय में ने माननीय मंत्री जी को सुना, लेकिन विपिन दास नये नये मंत्री हुए हैं। मैं सोचता था कि वह शायद ठीक ढंग से मेरे सवाल का जवाब देंगे लेकिन मैं कहना चाहता हूँ कि भारत सरकार की आजादी के बाद जो विशेष नीति रही है वह बारी बारी से कभी रूस की और कभी अमरीका की, दोनों की नाँकरी करने की रही है। हिन्दुस्तान के स्वास्थ्य को देखने का उन का इरादा कभी नहीं रहा। मैं मंत्री महादय से जानना चाहता हूँ कि जो कॉल साहब के अपने बयान के बारे में मैं जिक्र कर रहा हूँ, उस के बारे में मैं क्या उन से जान सकता हूँ कि कॉल साहब की दो शिकायतें थीं। एक तो यह थी कि हिन्दुस्तान और अमरीका के बीच जो संपर्क बिगड़ रहा है उस के दो मुख्य कारण हैं और जिन के लिए भारत सरकार जिम्मेदार है। एक तो यह है कि भारतवर्ष के बारे में जो सूचना अमरीकी जनता के पास जानी चाहिए वह नहीं जा रही है और नम्बर दो यह कि लोग अमरीका में यह शिक्कयत भी कर रहे हैं कि पाकिस्तान का जो प्रचार हो रहा है गाँगा के सिलसिले में, उस को आजाद कराने के सिलसिले में या सिक्किम के सिलसिले में उस बारे में भी भारत सरकार का जो उचित रुख है, हिन्दुस्तान की