

discussed progress therein with concerned State Government officials. It will be for the State Government, in consultation with the Central Government where necessary, to consider the question of exploitation of any particular deposits on the basis of the data collected through the exploration work being done by the Geological Survey.

†Gas plant in Andhra Pradesh

856 SHRI V. C. KESAVA RAO : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether Government propose to set up a gas plant in Andhra Pradesh;

(b) if so, what is the capacity of the proposed plant ; and

(c) by when it will start functioning and at what cost ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD) : (a) to (c) There is no proposal to set up a gas plant in Andhra Pradesh as such. However, a Low Temperature Carbonisation plant is being set up in Andhra Pradesh. This plant, besides coke, produce some quantity of gas, which, however, being of low calorific value will be used as a fuel within the plant.

SUPPLEMENTARY DEMANDS FOR GRANTS FOR EXPENDITURE OF THE UNION TERRITORY OF PONDICHERY FOR THE YEAR 1974-75

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI) : Sir, I beg to lay on the Table a statement (in English and Hindi) showing the Supplementary Demands for Grants for Expenditure of the Union Territory of Pondicherry for the year 1974-75.

PAPER LAID ON THE TABLE

Summary of the Report of the Central Excise (Self-removal Procedure) Review Committee

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI) : Sir, I beg to lay on

†Transferred from the 8th August, 1974.

the Table a statement in English and Hindi of the Summary of the Report of the Central Excise Self-removal Procedure) Review Committee. [Placed in Library. See No. LT-8200/74.]

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

Reported Financial Crisis in Delhi Transport Corporation

SHRI SHYAMLAL GUPTA (Bihar) : Sir, I beg to call the attention of the Minister of Shipping and Transport to the reported financial crisis in the Delhi Transport Corporation threatening the efficient running of its fleet.

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI PRANAB MUKHERJEE) : Sir, the financial position of the Delhi Road Transport Authority/Delhi Transport Undertaking/Delhi Transport Corporation has not been satisfactory for the past about ten years and it has been suffering losses continuously since 1963-64. The amount of the losses has also been increasing from year to year. One of the important reasons for these losses is the present uneconomic bus fare structure in the capital. The bus fares in Delhi were last revised in 1964 and even this was more in the nature of rationalisation, following the introduction of the metric system. Since then, there has been substantial increase in the cost of operation of buses but the fares have not been revised.

The revenue losses incurred by the Transport Undertaking in Delhi are covered by ways and means assistance advanced by Government. Till 1971-72, such ways and means assistance was given out of the budget provision for loan assistance to meet the capital requirements of the Undertaking. However, with effect from 1972-73, separate provision is being made under "Non-Plan" for grant of loans to Delhi Transport Corporation to cover the working losses.

For the current financial year, the "Non-Plan" budget of the Ministry of Shipping and Transport includes a provision of Rs. 2 crores to meet the cash losses of D.T.C. (Rs. 1.50 crores) and for investment of arrears of the employer's contribution to C.P. Fund (Rs. 50 lakhs). Out of the above provision, a sum

of Rs. 93 lakhs has already been released to D.T.C. After the preparation of the budget estimates, substantial additional financial liabilities devolved on D.T.C. on account of arrears of pay and dearness allowance for 1973-74, as a result of implementation of recommendations of Third Pay Commission, increase in the wage bill of 1974-75 and payment of additional instalments of D.A. All these items will account for a sum of Rs. 268 lakhs during 1974-75. Further, the hike in prices of essential items like diesel, lubricants, petrol, tyres, spares etc. will involve an additional expenditure of Rs. 72 lakhs. Thus, the total additional financial liability is of the order of Rs. 340 lakhs.

The current estimates of the cumulative cash losses for the year, excluding depreciation and interest charges on loans, are placed at Rs. 692 lakhs. The D.T.C. has proposed increases in its fare structure to make good this deficit to a substantial extent. The proposal is being examined by Government but, as the matter is important, a decision is expected to take some time.

The immediate crisis in D.T.C. finances has arisen because the Syndicate Bank, with whom the Corporation had cash credit overdraft arrangements for Rs. 50 lakhs, suddenly withdrew this facility as a part of a credit restriction policy. The question of restoring the Corporation's overdraft facilities, was taken up with the Department of Banking, who have agreed to the proposal.

Since the current losses of the D.T.C. are Rs. 32 lakhs per month and there are liabilities of Rs. 73 lakhs on account of arrears of pay due to implementation of recommendations of Third Pay Commission, it has become necessary to give additional budgetary assistance to the Corporation to meet the continuing deficits. The balance amount of Rs. 1.07 crores, still available in the "Non-Plan" budget for the current year, is proposed to be released separately. Including payment of arrears and 8.1/3% bonus, which will have to be cleared before Diwali, this amount will see the D.T.C. through the next two months.

On the capital side, there is a provision of Rs. 10.33 crores in the current year's budget for financial assistance to D.T.C. The Corporation has recently come up with a proposal for release of funds to the extent of Rs. 213

lakhs to meet the immediate liabilities. The matter is being processed on a priority basis and necessary sanction is expected to be issued shortly.

140 buses of the D.T.C. have been held up in the depots mainly for want of tyres. It has already procured 422 tyres which will enable the Corporation to put 70 additional buses back on road from 16-8-1974. Procurement of more tyres is in progress and this will further improve the working. All measures are being taken to provide adequate services to the commuters. The Corporation has launched a major programme of acquisition of new buses and construction of new depots.

SHRI SHYAMLAL GUPTA . Sir, the Minister has said that the Centre is going to help the D.T.C. The D.T.C. was taken over by the Government on the 3rd November, 1971. For the last three years the finances of the D.T.C. have been in a very bad shape. What have you done during the last three years after taking over the D.T.C.

I understand that about five thousand tyres were dumped in godowns, because they were not retreaded or repaired. About 200 buses were off the road. When you had got fully equipped retreading equipment, why were not the tyres retreaded, and why you have now given them for retreading to a private firm? Why has this not been done by your depots?

Moreover, when you took over, about 1050 buses were on the road. Today, but 1100 buses are on the road, after a gap of three years, the position has not improved.

There is no Store Keeper, who is qualified. There is no Personnel Manager at the moment. There is no Traffic Manager who is qualified. Why all these vacancies are there?

Now, Kamlaotiji promised on the 21st May that an inquiry would be made into the leakage of fare money. What has happened to that? So far nothing has been done. The Manager and the Vice-Chairman have offices in the same building, but there are no cordial relations between the two; they are not on speaking terms. They talk only by letters. Why is that so?

Then, buses are never cleaned for months together. They are as shabby as anything. When the personnel is there, why are they not properly cleaned or taken care of?

SHRI PRANAB MUKHERJEE : Sir, a number of questions have been put by the hon. Member regarding D.T.C. Some of these questions have already been answered in the course of answer to a Starred Question the day before yesterday.

It is a fact that even after it was taken over by the Government from 3rd November, 1971, the situation did not improve considerably so far as the total accumulation of losses is concerned

But at the same time it is also a fact that after taking it over, after introducing a certain system, the total earning of the D.T.C. has increased to some extent, if not to the entire satisfaction. I can give you two figures. In April 1973 the income of the D.T.C. was Rs. 66.55 lakhs, and in April 1974 the income increase to Rs. 84.13 lakhs. Secondly, it has already been pointed out that the number of buses which were on the road as indicated by the honourable Member is not correct. It is of the order of 1462 buses are on the fleet road last May. Out of these 1462, 130, buses were old buses and the rest are road worthy for quite some time, and some of them are quite new. I agree with the honourable Member that it is a fact that certain tyres have been taken and those are taken mainly for retreading and repairing. As soon as retreading and repairing is done in the workshop managed and maintained by the D.T.C., those tyres will be fitted to the vehicles and will be put on the road. So far as the question of bringing a private retreading shop is concerned, I will definitely look into the matter and ascertain the position, and if it is a fact, what the reasons behind it are. Regarding cordial relations between the Vice-Chairman and the General Manager, I can assure the honourable Member that perfectly cordial relations exist between the top management of the D.T.C. and there is nothing wrong with it. Regarding the leakage of the revenue and some assurance of my senior colleague as quoted by the honourable Member, in fact, some of the employees of DTC met my senior colleague and in the course of the discussion he suggested that they should make a representation listing

the various points which they wanted to make out, and that has been done, and those points are being examined at the level of the Ministry. Sir, I think I have covered all the points raised by the honourable Member.

SHRI LOKANATH MISRA (Orissa): Sir, my friend is otherwise very nice to me. Therefore, I cannot afford to be harsh to him but this is an occasion when it warranted the greatest of harshness. The honourable Deputy Minister has been very wrongly briefed, if I may begin with it. Probably he has to learn to make a difference between a bus registered and a bus on the road. If he treats buses that have been registered as buses being on the road, then he has been either misguided or he has a limitation of understanding. According to a very reliable report which I have in my hand, apart from what the honourable Deputy Minister pointed out about buses being in garage because of shortage of tyres, there are 70 buses of Leyland which are lying in the garages because their engines are extremely defective and they cannot get out of the garage. There are also 80 buses of Tata Mercedes Benz which are lying in the garages because there are no engines attached to them or their engines have gone for repairs. In spite of all that if the Minister would like us to believe that out of 1462 vehicles which they possess, all the buses except 130 or so, are on the road, either he is wrong or his brief is wrong. I would like our honourable Minister to go deep into it. Opposition Members are working much harder than those sitting on the Treasury Benches. And then, poor maintenance has added to the running charges and spare-parts charges during the last two or three years. The amount spent on spare-parts is also double the amount that used to be spent before it was taken over by the DTC.

Sir, if you kindly go into the details, in 1973-74, the net loss was Rs. 4.91 crores and it may be safely taken as Rs. 5 crores. And in 1974-75, it is placed at Rs. 6.34 crores. There is a progressive increase every year. And in spite of that, the hon. Deputy Minister wants us to believe that there has been some increase in collections. He is right partially that the collections have gone up because they have added 300 more buses. Therefore, that would have earned much more money if there was no pilferage somewhere. So, the Deputy Minister did not have time to ask his officials as to how many buses that they have added so that they have collected more. Sir, in addition to this, under such bungling and under such terrible financial strain, I was surprised when I heard that the General Manager or may be the Chairman of the public undertaking has advanced Rs. 20 lakhs to one firm

alone. I am surprised at that. Was it necessary to make an advance of Rs. 20 lakhs to a firm for the supply of probably some spare parts or for body building. But this is a fact. An amount of Rs. 20 lakhs has been advanced to the Allwyn Company and Rs. 15 lakhs to another company. Who has sanctioned it? Did the Minister go into the matter to find out the merit of the case? Or, is somebody involved there because there is such a lot of bungling, there is a greater possibility that at the higher level also there is a greater amount of pilferage than at the conductors' level. May be, the conductors are not very fair to the public exchequer. They are not honest. But by the same token, if you see the example of a much greater dishonesty at the higher level, what would they emulate? Therefore, they feel that if the Chairman or the Managing Director or the General Manager can get into some kind of an agreement with the Allwyns or the Leylands for the body-building, they also try to make a few paise out of their own profession because they are also hard hit during the time of price spiral. Sir, I am told the Chairman has purchased two cars annually, may be, in the second year he would not have purchased any car. But where is the necessity to purchase a second car when he has one?

And, Sir, I want to indicate to you the monthly expenditure on petrol. The Vice-Chairman, may be the General Manager, has also purchased a new car when he had one car already. It was in 1972 or 1973.

AN HON. MEMBER : From the DTC funds?

SHRI LOKANATH MISRA : Yes. All these officials had purchased Fiat self-driven cars under the regulations, which they sold off as soon as they got these new cars, and they sold them at a premium.

Sir, here is a chart of how much has been spent on petrol on these cars. It shows that in May, 2,394 litres of petrol was spent on the Vice-Chairman's car. In June, probably because of the heat, he wanted to have a much wider ride in the evening air, and it was 3,297 litres. In July, Sir, it was 4,049 litres. It is just for one car, and there is still another car. And, Sir, the General Manager spent 2,200 litres in June, 2,065 litres in July and 2,500 in August. And the second car has also drawn petrol.

I would like to ask the hon. Deputy Minister—and now his senior colleague, the Minister has come—that, please for God's sake, go into it. Sir, I would demand that there should be a parliamentary Committee to go into these bungs.

Sir, the Minister is incapable of doing anything in this matter because we have seen that the previous Minister also could not do anything and the bungling has now grown so much in its magnitude that it is impossible to set things right unless it is entrusted to a third party. (*Time bell*) : Things cannot improve unless the matters are entrusted to a third party to find out the defects and set right the matters.

SHRI PRANAB MUKHERJEE : Sir, I agree with the hon. Member and I never indicated that the total financial position of the D.T.C. has improved... That is why, not only on this occasion but on other occasions also I pointed out that D.T.C. is making consecutive losses since 1963. What I wanted to impress upon the hon. Member and this hon. House is that after having been taken over by the Government, some improvements in some areas have taken place and as a result of that I wanted to give figures, i.e., the collections in the month of April 1973 and in the month of April 1974. My objective was quite limited.

Secondly, Sir, it is also a fact that some new additional buses were added to the fleet and naturally that has given the dividend and more collection has become possible as a result of more buses having been added to the fleet and more buses are therefore on the road.

Regarding the arrears and the charges that he has brought forward, I have already indicated in reply to the question of my hon. friend, Shri Gupta, that some time back representatives from the employees of the D.T.C. met my senior colleague and submitted a memorandum in which certain allegations were also made. We are looking into this. It is not possible for me to spell out here on the floor of this House whether the Vice-Chairman or the General Manager of the D.T.C. have purchased one or two new cars or whether...

SHRI RABI RAY (Orissa) : Appoint a Parliamentary Committee to probe into it.

SHRI PRANAB MUKHERJEE : ...so much of petrol has been consumed. Sir, it is not possible for me to reply to all these

[Shri Pranab Mukherjee]
 details to the entire satisfaction of Shri Loknath Misra. But, I can assure him and through you I can assure this hon. House that if there is any bungling it would not be the effort of the Government to seal that bungling but to unearth it and see who is responsible for the total mismanagement if any. Every care will be taken to see that he is brought to book and D.T.C. organisation is set in order.

SHRI KHURSHED ALAM KHAN (Delhi): Sir, the statement made by the hon. Minister makes a very interesting and educative reading but, unfortunately the problems of transport in Delhi have always been treated like Milton's *Paradise Lost*, appreciated by all read by none. Delhi, like any other metropolitan city which is fast growing and fast expanding has always remained in difficulties as far as the transport facilities are concerned. It is also a fact that the Delhi Transport Corporation has inherited a rich legacy of difficulties from the past which they have made richer by their own follies over the year.

Since, I know the time-limit allowed is very inadequate, I do not think it would be possible for me to go into the details. But, at the outset, I would like to say that everything is not all right with Delhi Transport Corporation and naturally the suggestions made by the hon. Members from the other side that the matter should be looked into by a Parliamentary Committee is a very constructive suggestion.

SHRI RABI RAY : It is good that you are supporting us.

SHRI KHURSHED ALAM KHAN : We are always supporting the right cause. But, I must tell very frankly that a minor surgery will not put Delhi Transport Corporation on the proper keel. Delhi Transport Corporation needs major operation and that major operation has to be carried out as soon as possible because further delays will complicate the matters further. As it is, today the Delhi transport presents a very sorry picture in this capital of India which, of course, is visited by thousands of foreigners and by hundreds of our own citizens from various States in the country and they find that transport facilities provided in Delhi are actually an apology for the transport for a city like Delhi.

Now looking briefly into the operating efficiency of Delhi Transport, I would like to mention that in spite of all the tall promises

and in spite of all the statements made by the various authorities, the weekly utilisation of Delhi Transport is hardly 70% (*Time bell*) when the fleet composition of Delhi Transport is having hardly 6 to 7 per cent of old vehicles. There was a time when Delhi Transport used to have more than 40% of old vehicles and operational utilisation of vehicles was more than 80%. Similarly, it is a matter of great distress and great inconvenience for the travelling public that about one-third of the scheduled trips are missed daily and if this will be the performance of Delhi Transport, it will be not be possible to foster confidence in the travelling public about the transport service. Similarly, I would like to point out that the crew utilisation, which is a very important factor in the economics of the operation of a transport corporation, is hardly 5½ hours in a total duty of eight hours. I suppose there is need and there is a definite possibility of increasing it to a minimum of seven hours per crew duty. (*Time bell*) Another important factor which I would like to bring to the notice of the house through you, Sir, is that the wage cost in Delhi Transport is more than 65%. It is unfortunate that there is no check on the wage cost and there is hardly any planning on that side. Now it is a known fact that the workshop and maintenance is the backbone of any transport organisation in the country or anywhere else. Sir, unfortunately Delhi Transport has been suffering from this malady year after year. I am surprised to find that Delhi Transport is the refuge of all retired persons who are put in charge of the Corporation's workshop. If they cannot have a good workshop they cannot have a good fleet available for operation (*Time bell*) and today the position is that more than a hundred vehicles which are two or three years old are grounded in the workshop for lack of maintenance. It is really criminal and it cannot be excused. Now, too much has been made of the fare structure in Delhi Transport but, unfortunately, this does not hold much water because the fare structure of Delhi Transport...

MR. DEPUTY CHAIRMAN. You will have to wind up now.

SHRI KHURSHED ALAM KHAN One minute, Sir, Up to a distance of 35 kilometres it is on par with any transport organisation in the country and this 35 kilometre distance covers about 75% of the total traffic. I suppose the fare structure is no such hind-

rance. It is really wastage, it is really leakage of money and it is really top-heavy management in the Corporation which have to be looked into.

SHRI PRANAB MUKHERJEE : Sir..

SHRI SHYAMLAL GUPTA : Let the Minister reply.

MR. DEPUTY CHAIRMAN : Well, it is up to them. (*Interruptions*) You cannot force him. He has been answering that from the beginning.

SHRI PRANAB MUKHERJEE : Sir, the hon. Member is a knowledgeable person and so far as DTC is concerned, he has his own personal knowledge and experience about the functioning of this particular organisation and I welcome the suggestions which he has made. So far as setting up of a Parliamentary committee to probe into it is concerned, I do not feel at this stage it is necessary, because I have already told that these things have been brought to the notice of my senior colleague and to our notice and we are looking into them and we should see whether there is any substance behind the charges. Regarding two or three points which he has mentioned, I would like to clarify the position. It is a fact that DTC has reached its present stage not because of one or two individuals. Practically for the last ten years it has never made profit and it was under the control of various authorities since its inception and when it was taken over 1948-1949 as a departmental undertaking it had to pass through various stages and through various authorities. But the major difficulty with the DTC at present is that since 1964—it is also a fact—it could not increase the fare. And it is also a fact that while in Bombay, Calcutta or Madras, for the first 2.5 kilometres the minimum fare is 15 paise, here in Delhi for the first 2.5 kilometres the minimum fare is 10 paise.

And majority of the passengers cover the distances which are covered by the fare range between 10 and 25 paise. Although it was suggested in the past and also it is under active consideration for the present to increase the fares, I do not feel that merely by revising the fare structure all the maladies of the DTC can be wiped out or the DTC can be placed on a sound economic footing. Certain other areas are there, certain other deficiencies are there and they have also to be improved. I have already mentioned in reply to the ques-

tion of Mr. Lokanath Misra that we are looking into it and we shall see that the DTC stands on a firm footing.

In this connection I would take this opportunity to reply to another point raised by Mr. Lokanath Misra about the advances to Messrs. Hyderabad Allwyn. The money was advanced against 590 bus bodies which were to be constructed by them. The money was advanced because the prices of certain materials were increasing and in order to arrest further escalation in the cost of body-building this amount of money was advanced and it is a public sector undertaking....

SHRI LOKANATH MISRA : On a point of personal explanation. The materials have been purchased and given and the advance has also been given. It is the fact. If you had only purchased the materials and used that as an advance then there would not have been any kind of criticism from any quarter but here the materials have been given as also the advance. You can find that out.

MR. DEPUTY CHAIRMAN : Have you finished your reply ?

SHRI PRANAB MUKHERJEE : Yes, Sir.

SHRI N.H. KUMBHARE (Maharashtra) : Sir, the DTC is also not known to be a good employer. There are as many as 500 drivers and conductors who are called retainers. They are there since about two years. They are required to be in attendance at the depots for 8 hours without any guarantee of work. Despite the fact that they are there for eight hours if they do not get any work you know how much they are paid; they are paid only Re. 1. There is no guarantee of work. There are certain depots where in the course of 30 days in a month they do not get work even for 10 days. I think this is a new class of labour that has been introduced. I know the Industrial Disputes Act and the Standing Orders. I know there are different classes of workers; there are permanent workers, there are temporary workers, there are casual workers, there are substitutes but I have not heard of this new class which is known as retainers. Now an assurance was given that they will be absorbed as regular employees but even though a period of two years has passed they are still there in such adverse condition. Even the most unscrupulous employer will not take recourse to such a thing where the worker is left starving.

[Shri. N. H. Kumbhare]

I would like to know from the Minister whether they are likely to be regularly employed and absorbed.

मौवहन और परिवहन भंडो (श्री कमलापति त्रिपाठी) : मान्यवर, यह ध्यानाकर्षण का प्रस्ताव एक खास विषय को लेकर पेश किया गया था—समाचारपत्रों में कोई समाचार छप या था और उस पर यह ध्यानाकर्षण का प्रस्ताव पेश किया गया कि डी०टी०सी० जिस फाइनेंशियल क्राइसिस से गुजर रहा है उसके संबंध में सरकार की ओर से वक्तव्य हो, तो वह मान्यवर, आपकी भाषा से प्रस्तुत कर दिया गया है। अब इसके बाद बहुत से प्रश्न और उठाये गए जो प्रश्न जरूरी हैं और ऐसे हैं कि जिनकी तरफ ध्यान देना आवश्यक है और जहां कहीं उसमें कमजोरियां हैं, गलतियां हैं उनको ठीक करना जरूरी है। लेकिन उनका इस ध्यानाकर्षण से खास संबंध नहीं था। मिश्र जी ने भी कुछ बातें कही थी। यह कोई गारंटी नहीं ली जा सकती कि डी०टी०सी० का सारा इंतजाम बहुत अच्छा है। यह मानी हुई बात है कि बहुत गड़बड़ है वहां। इसलिए गड़बड़ है कि 1971 से तो यह धाया सेक्टर के पास, इससे पहले म्युनिसिपल कारपोरेशन में था। करीब करीब 30-35 करोड़ रु० अब तक घाटा दे चुका डी०टी०सी० म्युनिसिपल कारपोरेशन के वक्त से और आगे जो दो-तीन वर्ष बीते हैं। जहां डी०टी०सी० को इतना घाटा हो रहा है, वहां यह जरूरी हो जाता है कि इस चीज को देखें कि इस घाटे को किस तरह से रोका जा सकता है। वे कौन-कौन से सोलेंज हैं जहां से लीकेज हो रहा है, वहां बकाया खर्च हो रहा है, ज्यादा खर्च हो रहा है और कहां पर गड़बड़ की जा रही है।

श्री श्यामलाल गुप्त : यह काम तो एक हफ्ते का है।

श्री कमलापति त्रिपाठी : हां, इन सब चीजों की तरफ हमको देखना है और सरकार की तरफ से इस बात पर ध्यान दिया जा रहा है। आपने देखा होगा कि जो फाइनेंशियल क्राइसिस इस समय आया है, वह खास तौर पर इसलिए आया है कि डी०टी०सी० के खर्च का तख्तीना बहुत अधिक बढ़ गया है। पिछले दो, तीन महीने से यकायक यह खर्चा बढ़ता ही चला जा रहा है और यही कारण है कि यह कर्जा एक्जूमलेट हो गया है। इसका कारण यह है कि इस समय पार्ट्स की कीमतें बढ़ गई हैं। और तीसरे पे कमीशन की सिफारिशों के मुताबिक तनखाह पर अधिक खर्चा करना पड़ रहा है।

श्री राजनारायण : श्री फखरुद्दीन अली अहमद के मकान की भी तो कीमत बढ़ गई होगी ? 1962 में वह पौने तीन लाख की थी और आज भी वह पौने तीन लाख ही गिनी जा रही है ?

श्री कमलापति त्रिपाठी : कीमत तो सब चीजों की बढ़ रही है। हमारी कीमत बढ़ गई है और राजनारायण

की भी कीमत बढ़ गई है। (अवधान) तो मैं यह कह रहा था कि चूंकि कीमत बढ़ रही है इसलिए बजट में 2 करोड़ रुपया उनके लिए रखा गया था जिसमें से 93 लाख रुपया दिया जा चुका है और 107 लाख रुपया अभी देना बाकी है। उनका खर्च 208 करोड़ रुपये का हो गया है। बैंक क्रेडिट स्वीज आर्डर के मुताबिक बैंकों ने ओवर ड्राफ्ट देना भी बन्द कर दिया था। इस बारे में डी०टी०सी० ने कोशिश की और अब मामला सुलझ रहा है और इस चीज को बैंक ने मंजूर कर लिया है। जो उन्होंने 238 लाख रुपये की मांग की है, वह चीज फाइनेंस डिपार्टमेंट प्रोसेस कर रहा है। जैसे हमने अभी बतलाया है और आपने इस बयान में देखा होगा कि 600 लाख रुपये का खर्चा बढ़ गया है तो इसके लिए चार करोड़ रुपया और चाहिये। लेकिन हम इस बात को देख रहे हैं कि अगर डी०टी०सी० को इस तरह से लगातार घाटा होता रहे तो इसका बोझ सरकार कब तक उठायेगी। करीब 20 करोड़ रुपये का कर्जा उनके ऊपर लदा हुआ है, 40 करोड़ रुपये का घाटा हो गया है और हर साल घाटा बढ़ता ही जा रहा है। तो यह जो बोझ है, इस बोझ को डी०टी०सी० के नाम पर कब तक सरकार उठाती रहेगी ? जहां पर रेवेन्यू लौस चल रहा है, उसका सरकार कब तक बोझ उठायेगी ? इस चीज को हम देख रहे हैं कि किस तरह से इस बात को सुलझाया जा सकता है।

कुछ प्रपोजन्स फेयर स्ट्रक्चर को बढ़ाने के संबंध में हैं क्योंकि 1963-64 में वही किराया चला आ रहा है। हर चीज की कीमत बढ़ती ही चली जा रही है। पार्ट्स और स्पेयर की कीमतें बढ़ती ही चली जा रही हैं। मैटिरियल की कीमत बहुत बढ़ गई है, लेकिन हमारा किराया नहीं बढ़ा। अभी हम कम से कम एक जगह से दूसरी जगह तक 10 पैसे किराया लेते हैं और दूई किलोमीटर के बाद पांच पैसे किराया बढ़ जाता है। तो हम किराये को बढ़ाने के संबंध में विचार कर रहे हैं। लेकिन मैंने एक बार हाउस में निवेदन किया था कि फेयर स्ट्रक्चर को बढ़ाने की जहां तक बात है, जब तक डी०टी०सी० की सर्विस में इम्प्रूवमेंट न हो जाए, तब तक किराया बढ़ाने की बात हम नहीं सोच रहे हैं क्योंकि इससे ला एण्ड पार्डर पोजीशन पैदा हो जाती है। अभी तो बसों में थोड़ा बहुत इम्प्रूवमेंट हुआ है। एक सेवा चख रही है, कुछ एक्सप्रेस सेवाओं को भी चलाने की कोशिश कर रहे हैं। इन सेवाओं में जनता को थोड़ी बहुत राहत मिली है, लेकिन उतनी राहत नहीं पहुंची है जितनी की जरूरत है।

माननीय सदस्यों ने कहा कि गाड़ियां जो खराब हो जाती हैं उनकी मरम्मत के लिए डिपोज नहीं हैं और उनको रखने के लिए जगह नहीं है। जो बात उन्होंने इस संबंध में कही, वह सही है। बहुत सी गाड़ियां खराब हो गई हैं और हम नई गाड़ियां खरीद रहे हैं।

जहाँ तक डिपोज का सवाल है, उनकी कमी है। कुछ जगहों पर तो डिपोज बनाये जा रहे हैं और इसके लिए सरकार ने साढ़े दस करोड़ रुपए का जो कैपिटल एकाउंट था उसमें से डेढ़ करोड़ रुपया खर्चा है। कुछ नए डिपोज बन गये हैं, कुछ बन रहे हैं। और जल्दी ही चार पांच बन जायेंगे।

मेंटेनेन्स को इम्प्रूव करना जरूरी है, यह बात सही है नहीं तो हम फरदर लास गन करते रहेंगे। इसका इन्तजाम किया जा रहा है कि जल्दी मेंटेनेन्स के मामले को ठीक किया जा सके। बाकी जो सुझाव दिए गए हैं उन पर हम गौर करेंगे। मिश्र जी ने बहुत ही बाने कही है, उन्होंने कुछ एलीगेन्स भी लगाये हैं। यह सब नोट हो गया है और इसको हम देखेंगे। प्रश्न में वादा नहीं कर सकता कि कोई पार्लियामेंटरी कमेटी बनायेंगे, पहले मुझे तो देख लेने दीजिये, मैं देख लूँ क्या है, उसके बाद आपके सामने मामला आएगा। मान्यवर, मैं समझता हूँ कि इन शब्दों के साथ जो आज मसला उठाया गया है उसका उत्तर दे दिया गया है।

SHRI SUBRAMANIAN SWAMY (Uttar Pradesh) : He answered not everything. I am going to ask.

MR. DEPUTY CHAIRMAN : Better not ask what has been asked.

SHRI SUBRAMANIAN SWAMY : There is no doubt that the DTC is making losses. There is nothing to hide that in the last three years the losses amounted to Rs. 12.93 crores, and the total investment in buses is Rs. 16.15 crores. Very soon, the investment is going to be wiped out. What is significant is that the position has worsened considerably since the Central Government took over the DTC. In fact, in the first two years of 1967, the Corporation was running the service very efficiently and the service had been considerably improved. But then the Central Government did not cooperate with the local government here properly and a lot of difficulties were created. And under that excuse they took it over. Since then they have not managed the Corporation very well. Why has this situation developed? I can say on the basis of the experience that the local government has that some of the things have happened for various reasons since then. For instance, pilferage of parts has become a very big thing; 15 per cent of the losses today of the DTC are due to pilferage. Last year there was a raid on one single depot just to check the register and it was found that 27,000 litres of diesel oil was missing. How can 27,000 litres of diesel oil be missing unless there has been a

collusion at various levels? And this was only from one depot. Similarly, buses have become more and more sick as the time is passing. Today, according to a survey, 55 per cent of the buses have serious chassis problem. And we can see, when we go on the road, how the buses are precariously moving about. Breakdown has very significantly increased. In 1967 breakdown was 4.7 times per thousand km. of travel; today it is 14.3 times. It has increased more than three fold. The breakdown rate has gone up very sharply. About missed trips, the number of trips that the DTC is missing, one third is missed, and of the missed trips, 15 per cent apply to trips that should be made to the university. And I would suspect that some of the DTC problems arise because of such missed trips. Then on the top of all this, there are certain rackets which are developing in the Corporation which need to be seriously looked into. For example, public schools like Jesus Mary and Delhi Public School, are now renting out buses roughly at Rs. 1.20 per km. But they actually charge from the students more, and the cost of operation is more than Rs. 1.20 per km. Here is the question of the State subsidising the public schools which could afford to pay more. Actually, they are charging more from the students, a higher rate. That is what they are paying to the DTC.

Clearly, the bus service is inadequate. Nobody can doubt it. According to an estimate, there are only 17 seats per thousand of population which is considerably lower than the three other metropolitan cities. Of the total of 1042 buses that are plying today, in another four or five months, 500 have to be retired because they cannot run; already they are running in a bad shape. The question is how many more buses are they going to get. Recently, I saw a statement that 500 more buses are going to be brought. But the Minister, Mr. Pranab Mukherjee, told the Consultative Committee on 31st January of this year that by the end of December, the DTC fleet strength would rise to 2700. All of a sudden, they have cut it down to only 500 extra, and those also are going to replace the 500 that are to be retired from the stocks.

You look at the plan priority. It is a well-known joke, it has become a laughing matter now that in the Fifth Plan Rs. 250 crores are being allocated for public transportation.

And Rs. 280 crores have been allocated for providing loans to senior government officials

[Shri Subramanian Swamy]

to buy motor cars. Now this is a clear case of misplaced priority. If one-fourth of the investment that has been today sunk in the Maruti is spent on the Delhi buses, you can get 5,000 more buses for Delhi and solve the people's problem. And God alone knows when this Maruti is going to come out.

There are several malpractices. Now the local Delhi Administration Executive council takes Rs. 20,000 per permit to issue a private bus. Consequently this is something prohibitive and only a few people can afford it. This has become a racket. This is one of the reasons why private transportation is not able to expand. Then, over 10 per cent. of the accidents are caused by the D.T.C. A survey shows that the D.T.C. drivers are responsible for 50 per cent. of the accidents.

(Time bell rings).

In winding up, I would like to make the following suggestions. Let not this Ministry jump into the usual rut of raising bus fares for its own inefficiency because this will be a perennial problem. I make the following suggestions. Let it engage itself in a system of planning of the total transportation available in Delhi including the Railways, scooters, taxis and its own bus service. For example, today it has been announced in the press that the N.D.M.C. is going to run its own bus service. It is a very strange way of doing things.

Secondly, all the corruption that is there in the D.T.C. today should be enquired into by a Parliamentary Committee because that is the only way to solve the problem. Thirdly, I think the Plan priorities have to be changed. Let the Ministry allow Delhi and other metropolitan cities to have a fleet of 5,000 buses each and go about raising funds so that the Plan priorities are changed effectively.

SHRI KAMLAPATI TRIPATHI : Sir, so far as these suggestions are concerned, they will be looked into and the Government will consider over them. So far as the other points are concerned, they are not very relevant to the Call Attention motion.

SHRI J.S. ANAND (Punjab) : At the outset I want to say that a very misleading and alarming situation was outlined by the General Manager a few days back in the press. He highlighted only two points. One was the overdraft and the refusal of the banks to co-operate. The other was about the tyres being not available and the buses being grounded for that reason. Now if you go into this you will

find that actually not only a Rs. 20 lakh loan has been advanced, as mentioned by my colleague previously, to this Hyderabad Allwyn, another Rs. 50 lakhs loan is to be advanced to the National Construction Corporation here also. These loans are being advanced when there is the problem of overdraft.

Then about the bus tyres, the real position is that 3,000 tyres are lying there for re-treading in spite of the fact that the D.T.C. has its own imported plant. But that plant is in a mess because the Tyre Engineer has been transferred as Deputy Manager and a civil engineer has been brought over in his place. He does not know this job at all.

Now it is being repeatedly suggested that the fare should be increased. Every body knows that the bus service in the capital is the worst bus service in any town in India and, to add to this, they want to further increase the fares. In fact, the House is being misled. The reasons have not been gone into. Three memoranda have been submitted on behalf of the joint front of these trade unions. And the joint front has held a rally outside the House of the hon'ble Minister on the 21st May this year. Two definite promises were made. One was that an Enquiry Commission should enquire into the inefficiency and bungling of the whole state of affairs. It was said that M.G. Pimpulkar will go into it. Mr. Pimpulkar is the Secretary of the Ministry of Transport. Then there are other demands of the employees whose co-operation is very necessary. Instead of attributing the mismanagement to the lower staff, the fault lies at the level of top officials. It was promised that the Deputy Minister will look into it. But nothing has been done.

The Deputy Minister claims that there has been no improvement in revenues. If you go into details you will find that lot of improvement in funds has come from the new services, Mudrika and Sugam Seva.

In these services, there are 800 to 820 buses and only 50 trips are being missed. On the other hand, more than 7,000 trips are being missed by the rest of the services. And the horrible picture is that most of the revenues, more than 40 per cent of the revenues, are from 100 buses, while from 800 buses and 15,000 trips, it is only Rs. 130,000. *(Time bell rings).* Besides that, I want to say that there is a very bad state of mismanagement. I have before me a confidential circular sent by Mr. Abdul bari, Additional General Manager, who points out many things which are being done in the way

they should not be—inefficiency, restricted holidays and the way money is being looted that way and so on. What I demand is that the Minister must make a definite promise by when he will go into the three memoranda submitted by the DTC. All Trade Unions Joint Front and by when his promise that Mr. Pimpulkar will look into it and come out with a report, is going to fructify. Secondly, I would like to know whether the demands of the employees will be looked into by Mr. Pranab Mukherjee. I think the Minister should not wait for the day when the DTC becomes an absolutely dead loss, when the ship sinks. He should come forward and accept the proposal put forward by both sides that there should be a parliamentary committee to look into this matter. It is a chronic thing; it is ever repeating itself. More and more mismanagement is going on. Only a parliamentary committee can guarantee that this mess will somehow be removed.

SHRI PRANAB MUKHERJEE : Sir, I have already said that the memorandum which was submitted, containing certain allegations, on the one hand, and raising certain demands of the employees, on the other, is already being looked into.

SHRI J.S. ANAND : How long will it take ?

SHRI PRANAB MUKHERJEE : It will definitely take some time. When certain allegations are brought up..

SHRI J.S. ANAND : Two years ? Three years ?

SHRI PRANAB MUKHERJEE : When certain allegations are brought up, certainly they have to be looked into and it will take some time. So it is not a fact that we have shelved it. We are already looking into it. Regarding the other point that the hon. Member has made, that we are trying to justify the fare increase, I have already mentioned that merely by raising the fares, we cannot get rid of the present situation in the DTC. There are certain other areas where deficiencies are to be done away with and improvements are to be made. As a result of that, we are trying to introduce new services. These services which we have mentioned, the Sygam Seva and the Mudrika Seva, are merely part of the total, comprehensive plan, and in other areas they will be connected by feeder services, so that the impact of the revision and rationalisation of the route system can be felt by the commuters. It is not a fact, as has been pointed out by some

hon. Member, that after the take-over, the DTC has gone down. I can quote figures to show how each year, when it was under the Delhi Municipal Corporation, it incurred more and more losses. In fact, from 1958 to 2nd November 1971 it was under the direct control of the Delhi Municipal Corporation under the name of DTU. And there is not a single year in which it did not incur losses. And thrice, not one, the DTU sent proposals for increasing the fares. So it is not a new feature that after taking over, the Government of India has come forward with the proposal for increasing the fares. And as pointed out by my senior colleague, when the commuters will feel that certain improvements are visible and certain improvements in service have taken place, then the Government will agree to the proposal for increasing the fares of the DTC. Otherwise, there is no reason why the Government of India should come into the picture. As the DTC is a public sector corporation and if they want to increase the fares, they can do it with the concurrence of the State Transport Authority of the Delhi Administration. The Government of India need not come into the picture. But it is a larger issue and it involves millions of commuters. That is why the Government of India has taken the stand that some improvement should take place in the service and people should feel that certain improvements have taken place.

And then regarding the question of advance to the National Building Construction Corporation, as the honourable Member mentioned, it is a fact that an amount of Rs. 5 lakhs has been advanced, and the reasons I have already mentioned while dealing with Allwyn Hyderabad. There was a question that they are entrusted with the construction of new depots. New depots are very necessary for getting more maintenance and service for all buses. Until we have additional depots it would not be possible to have more buses restored to the road, it would not be possible to get them repaired and serviced and put on the road. On account of these factors this money has been advanced to that public sector organisation.

DR. K. MATHEW KURIAN (Kerala).
Sir, I would seek your indulgence so far as the time is concerned

MR. DEPUTY CHAIRMAN : I shall be very strict with the time. No question of indulgence.

DR. K. MATHEW KURIAN : I have some very important questions to ask.

MR. DEPUTY CHAIRMAN : Only three minutes.

DR. K. MATHEW KURIAN : Sir, the honourable Minister is known for his knowledge of astrology.

MR. DEPUTY CHAIRMAN : We are not discussing astrology here.

DR. K. MATHEW KURIAN : He has given a cosmic view of the whole problem, as if in the long run DTC's problems will be all right. I would like to ask four or five specific questions. The first question is whether it is not a fact that after this transport was taken over by the Government from the Municipal Corporation on 3rd November 1971, the number of buses on the road has progressively reduced. For example, while the number of over-aged vehicles was 40 per cent at the time of the take-over, in 1974 it was only 5 per cent. But none the less, out of 1516 buses only 980 were on the roads. I have got full figures to substantiate that the functioning of the DTC has deteriorated after the take-over. I would like a specific answer to this question. Secondly, I would like to know whether it is a fact that 100 Tata Mercedes buses are today parked in the depots for up to ten months at a stretch due to engine break-down and other operational defects. Tata Mercedes buses are not supposed to be good for city transport. They may be good for long distance transport. They have some technical problems for brakes and engines. Whether it is a fact that instead of purchasing vehicles which are better useable for city transport, they were specifically helping a monopoly company like the Tatas in purchasing vehicles, keeping a hundred of them in the depots for ten months. My next question is with regard to the one which the Minister has already made a reference to, Hyderabad Allwyn. They have already made an advance of Rs. 20 lakhs to the Hyderabad Allwyn and Rs. 15 lakhs to the National Building Development Corporation. The point that I would like to ask is whether it is not a fact that in the case of Rs. 20 lakhs advanced to Hyderabad Allwyn, the interest charged from the firm is only 7 per cent while the DTC in turn is paying interest to the Government at 10 per cent penal rate. In this way—while it is getting only 7 per cent, the DTC is paying 10 per cent to the Government—are they not misusing public funds? Then my

next question relates to the problem of management in general. I charge that the top management of the DTC is not only corrupt, but inefficient. The General Manager, Shri S.K. Sharma, is an IAS Officer, from Madhya Pradesh cadre. His wife is working in the UK High Commission as a Reference Officer in the Confidential Cell under which fifth columnists.

SHRI PRANAB MUKHERJEE : How is it relevant?

MR. DEPUTY CHAIRMAN : DR. Kurian, it is not relevant.

DR. K. MATHEW KURIAN : It is relevant. Kindly give me one minute. Mr. Pimpulkar, Secretary, Ministry of Transport had asked the General Manager to advise his wife to resign; she had not taken permission.

MR. DEPUTY CHAIRMAN : Dr. Kurian, please confine yourself to the DTC.

DR. K. MATHEW KURIAN : Here is a case where the person concerned had not taken permission of the Government.

MR. DEPUTY CHAIRMAN : We are discussing the DTC, and you are bringing in somebody's wife.

DR. K. MATHEW KURIAN : I am not bringing in somebody's wife. Here is a General Manager against whom.

MR. DEPUTY CHAIRMAN : It is absolutely improper. You go to your next point.

DR. K. MATHEW KURIAN : Would you please hear me? Here is a General Manager who was advised by the Secretary, Ministry of Transport, Mr. Pimpulkar, that the continuance of the job by his wife without Government's permission was irregular. This amounts to corruption.

Lastly, with reference to the employees I have got a copy of a telegram.

MR. DEPUTY CHAIRMAN : Now you have to wind up.

AN HON. MEMBER : This is a serious matter.

MR. DEPUTY CHAIRMAN : You cannot bring all serious matters under the Transport Corporation.

DR. K. MATHEW KURIAN : I have got a copy of a telegram sent by Shri Sharma, General Manager of the Delhi Transport Cor-

poration to various people including its Vice-Chairman, who is sitting in the next room. Telegrams have been sent to various people. The telegram says that disbursement of salaries for next month is impossible so far as the workers of the Corporation are concerned. The General Manager is blackmailing by saying that disbursement of salaries is not possible. Mr. Abdul Bari who is the Additional General Manager in his D.O. letter No. GM-2/74/411 dated 14-8-1971 says to the contrary. He says that salaries of employees have to be paid and only the salaries or allowances of the top officers of the Delhi Transport Corporation can be deferred. The same Abdul Bari has no difficulty in disbursing the D.A. payable under the Third Pay Commission to himself and to Shri P.R. Subramaniam, Chief Mechanical officer while the D.A. permissible to the workers under the Third Pay Commission was not paid...

MR. DEPUTY CHAIRMAN : I have been asking you to wind up.

DR. K. MATHEW KURIAN : This benefit of the Third Pay Commission's award is not being given to the workers. Here is a General Manager who is anti-labour, who is inefficient and who is corrupt to the core...

MR. DEPUTY CHAIRMAN : I am asking the Minister to reply.

DR. K. MATHEW KURIAN : The Minister had given assurances that the five financial demands submitted to the Government by the Delhi Transport Corporation and the joint front will be looked into. So far meetings have taken place, but no result...

MR. DEPUTY CHAIRMAN : If you do not sit down, nothing will go on record.

DR. K. MATHEW KURIAN : (Continued to speak).

SHRI PRANAB MUKHERJEE : Dr. Kurian, in his own way, brought so many things under the purview of the discussion. Many points do not pertain to the discussion. The questions he has raised are repetitions of the points made by other hon. Members and I have replied already to those points. Dr. Kurian has come to the conclusion that the Delhi Transport Corporation is inefficient, it is corrupt and it is anti-labour. These are his own conclusions. We do not share his views. If there is anything wrong, as I have already informed the House, we shall look into it. If there is nothing against it, we should not accept

these allegations made by the hon. Member.

Regarding stoppage of payment of salaries and other things, I have already said in my written statement that the financial crisis which was created in the DTC is now over and we have sorted out this impasse. There is no difficulty in meeting the requirements either on salary account or on account of acquisition of new fleet or to meet the commitments made to the various suppliers. Therefore, that question does not arise. Like the officers of the DTC, everybody will get additional dearness allowance and payment of wages will not be suspended. They all will get their salaries.

I do not know, Sir...

DR. K. MATHEW KURIAN : How did the officers leave out the others ?

SHRI PRANAB MUKHERJEE : Sir, I do not know how the copies of these things came to him. Anyway, I will look into the whole thing and see how these things came to him.

श्री राजनारायण (उत्तर प्रदेश) : श्रीमन्, मैं मंत्री महोदय और उपमंत्री, दोनों को सुनकर आश्चर्य चकित हूँ। पहले आप पढ़ लें इसको—“दिल्ली परिवहन निगम में वित्तीय संकट, जिसमें उसकी बसों के सुचारु संचालन को खतरा पैदा हो गया है...” — क्या चीज है जा इसके अंतर्गत नहीं आ सकती ? माननीय कमलापति जी 1937 से विधान सभा में हैं, यहाँ कांस्टीट्यूएण्ट असेम्बली के सदस्य रह चुके हैं। अब, बसों के सुचारु संचालन को जो खतरा पैदा हो गया है उसके बारे में यह समाचार प्रकाशित है और श्रीमन्, आज धमकी दे रहा है उपमंत्री कि यह तार कैसे पहुँच गया उनके पास ‘आई विल सी टू डट’। यह इसी में लिखा हुआ है।

“In a telegram to the Union Minister of Shipping & Transport, the General Manager of the DTC sought today immediate intervention of the Central Government to bail the Corporation out of the financial crisis”.

यह अखबार में ही लिखा हुआ है, श्रीमन्, कि मैनेजर जनरल ने तार दिया है, तो आज क्यों दिमाग में यह बात आई कि “आई विल सी टू डट” हमारे पास भी तार है, यह तार मैं पूरा पढ़ देता हूँ।

“DISBURSEMENT OF SALARY OF NEXT MONTH IMPOSSIBLE (.) REQUEST FOR WAYS AND MEANS ASSISTANCE OF 238 LAKHS PENDING WITH THE GOVERNMENT (.) ALL WORK WOULD COME TO A STANDSTILL UNLESS THE AMOUNT IS RELEASED (.)”

श्री श्याम लाल गुप्त : कर तो दिया ।

श्री राजनारायण : हल्ला मत करो । तुम क्यों बोलते हो ? तुम्हारे स्कूल की बात हो तो बोलना । अध्यापकों को निकाल कर बैठे हैं । मैं श्री कमलापति जी को शांति से सुन रहा था । उन्होंने इस बात को कबूल किया कि फण्ड्स का घोटाला है, माननीय मंत्री जी ने इस बात को कबूल किया कि कुप्रबंध है, माननीय मंत्री जी ने इस बात को भी कबूल किया कि टायरो की कमी है, फटे या खराब हालत में हैं, पैट्रोल का घोटाला हुआ है, मोबील आइल का, डीजल का घोटाला हुआ है तनख्वाहें नहीं मिल रही हैं, आफिसरों में एक दूसरे के साथ कोआपरेशन की कमी है तनख्वाहें नहीं बंट रही हैं, तनख्वाह बंटने में भी पक्षपात है, ऊपर वाले अपना पैसा ले लेते हैं और छोटे कर्मचारियों को छोड़ देते हैं । इतनी स्वीकारोक्ति के बाद क्या सरकार इस बात को नहीं समझती कि एक एक्सपर्ट कमेटी बैठाने की आवश्यकता है । यह हमारा छोटा सा, नन्हा सा, प्रश्न है । मैं चाहता हूँ कि जब तक एक एक्सपर्ट कमेटी न बन जाए और वह एक्सपर्ट कमेटी बैठ कर तमाम खराबियों के बारे में अच्छी तरह से रपट न पेश कर दे तब तक बस का किराया हर्गिज हर्गिज न बढ़ाया जाए क्योंकि कुप्रबंध से जो घाटा बनाया जा रहा है वह घाटा नहीं है, बस के किराए को बढ़ाने का कोई औचित्य नहीं है जिस सेवा को सरकार ने अपने हाथ में लिया है उसमें इतना कुप्रबंध हो, इतना घाटा हो, इतनी अव्यवस्था हो, इसके बाद भी सरकार कहे कि हम उस बस की सवारी पर और ज्यादा किराया बढ़ायेंगे, यह सरकार के लिये अशोभनीय चीज है इसलिये मैं यह एम्पोरेंस चाहता हूँ माननीय मंत्री जी की ओर से कि वे इस सदन में ऐलान करें कि जब तक एक्सपर्ट कमेटी नहीं बैठेगी, सारी बातों की छानबीन नहीं हो जायेगी, यह पता नहीं लग जाएगा कितना मुनाफा हो सकता है, तब तक किराया बढ़ाने का प्रश्न ही नहीं उठता । श्रीमन्, कमलापति जी को मालूम होगा कि जो लोग प्राइवेट बस चलाते हैं, कम से कम 2-3 हजार ६० महीने बचाते हैं...

श्री लाल आश्वानी (दिल्ली) : ज्यादा बचाते, हैं ।

श्री राजनारायण : 3,000 ६० तक बचा लेते हैं, हमारी अपनी जानकारी है । तो सरकार के हाथ में जब वे बसे आ गई और इतना कुप्रबंध बढ़ गया तो इसका कारण क्या है ? कारण यह है—उसमें कमलापति जी की व्यक्तिगत जिम्मेदारी नहीं है—जब जन संघ के हाथ में दिल्ली ट्रान्सपोर्ट अंडरटेकिंग था और 1972 का चुनाव होने वाला था तो श्रीमती इन्दिरा नेहरू गांधी की सरकार को कुछ लोगों ने सलाह दिया कि अगर इस बस को अपने हाथ में ले लिया जाए तो जन संघ की बड़ी शक्ति खत्म हो जाएगी ।

तमाम बसों में पोस्टर चिपका देते हैं क्योंकि लोग इधर उधर जाते हैं और इस तरह से हम चुनाव में हार जाते हैं । इन सब चीजों को समझकर सरकार ने 1972 के चुनाव जीतने के लिए यह कुकर्म किया । आज सरकार इसका खमियाजा भुगत रही है और इस समस्या का सारा बोझ दिल्ली की जनता के ऊपर पड़ रहा है । तो मैं श्री कमलापति जी से नम्रतापूर्वक कहना चाहता हूँ कि वे इस बारे में सोचें और इस चीज को सरकार के हाथ से निकालें तथा हमका एक अच्छा और बढ़िया कारपोरेशन बनायें । इस कारपोरेशन को उन लोगों को दिया जाना चाहिये जो सरकार के आदमी न हों बल्कि जो जनता की अच्छी तरह से सेवा कर सकते हैं, उनके हाथ में यह कार्य दिया जाना चाहिए । क्या सरकार इस बात का आश्वासन देगी कि वह इस बात पर विचार करेगी और चुनाव के स्टैट पर जनता को नही पीमेगी ?

श्री कमलापति त्रिपाठी : मान्यवर, श्री राजनारायण सिंह जी...

श्री राजनारायण : हम को सिंह क्यों बना दिया क्योंकि सिंह शब्द को तो हम 1940 में ही छोड़ चुके हैं जब कि हम विधान सभा में थे । उस समय से हमने अपने नाम के आगे "सिंह" शब्द का लगाना छोड़ दिया था और श्री सम्पूर्णानन्द जी ने भी अपने ऐड मेमोर में यह बान लिखी है ।

श्री श्रीराम मेहता : हमें मालूम नहीं कि आपने सिंह उलट दिया ।

श्री कमलापति त्रिपाठी : मुझे क्षमा कीजियेगा । मैंने किसी और मन्शा में यह शब्द नहीं कहा । चूंकि आप "सिंह" परिवार से आते हैं और स्वयं "सिंह" हैं, इसलिए मैंने यह शब्द कहा और कोई मन्शा इस शब्द को कहने की नहीं थी ।

श्री राजनारायण : आपकी कोई बुरी मन्शा नहीं थी ।

श्री कमलापति त्रिपाठी : आपने एक सवाल यह उठाया कि इस संबंध में एक एक्सपर्ट कमेटी ब्रिडलाई जाए । इस तरह का जो आपका सुझाव है, उस पर हम विचार करेंगे ।

दूसरा सुझाव आपने यह दिया है कि जब तक एक्सपर्ट कमेटी न बन जाए तब तक आप इस प्रकार का आश्वासन दें कि बस का किराया नहीं बढ़ाया जाएगा ? इस वक्त में ऐसा कोई आश्वासन नहीं दे सकता हूँ कि बस के किराये नहीं बढ़ाये जायेंगे । इतना आश्वासन मैं दे सकता हूँ कि हम यह समझते हैं कि जब तक बस सेवा में सुधार न हो तब तक किराया न बढ़ाया जाना चाहिये । बस सेवा में कुछ उन्नति हुई है, थोड़ी बहुत उन्नति हुई है और बाकी दिशाओं में भी उन्नति होना आवश्यक है । अगर सब दिशाओं में उन्नति हो जाए, तब किराया बढ़ाने की बात सोची जा सकती है ।

तीसरा प्रश्न आपका क्या था ?

श्री प्रकाशचौर शास्त्री (उत्तर प्रदेश) : कुर्म के संबंध में था

श्री राजनारायण : तीसरा प्रश्न आप कुर्म का ही समझ लीजिये। अब इस बात को देख लिया जाए कि सरकार ने इस चीज को 1971 में अपने हाथ में इसलिए लिया ताकि दिल्ली में जो 1972 में चुनाव होने वाले थे उनमें कामयाबी हासिल की जा सके। इस समय जनसंघ कारपोरेशन चला रहा था और सरकार ने उसके हाथ से इसको ले लिया। अब सरकार यह समझ गई है कि जनसंघ वालों के पास अब भी कारपोरेशन है, श्री आडवाणी जी की पार्टी के पास कारपोरेशन है, अब इस चीज को फिर उन्हें ही दे देना चाहिये। कांग्रेस ने पार्लियामेंटरी और दिल्ली में चुनाव जीतने के लिए इस तरह का कुर्म किया था और मैं अब यह निवेदन करना चाहता हूँ कि वह अब इस तरह के कुर्म को छोड़ दे और फिर से इस चीज को कारपोरेशन को दे दे।

श्री कमलापति त्रिपाठी : मान्यवर, माननीय सदस्य की राय है कि किसी नीयत से सरकार ने इसे अपने हाथ में लिया है। मैं तो यही समझता हूँ कि कारपोरेशन के अधीन यह संस्था पिछले 11 वर्षों से थी और उसको बराबर इसमें घाटा होता रहा। सरकार की ओर से बराबर इस संबंध में मदद की जाती रही और 1971 में इस संस्था को कारपोरेशन बना कर ले लिया गया। इस चीज के पीछे कोई नीयत थी, ऐसी बात मैं नहीं मानता हूँ। श्री राजनारायण जी को इस संबंध में कोई सूचना होगी तो होगी। हमारी समझ में तो यही कारण था कि इसको बराबर घाटा होता चला जा रहा था और इसी वजह से सरकार ने इसका कारपोरेशन बना दिया। अब यह बात कि कोई दूसरा कारपोरेशन बने, तो कारपोरेशन तो बना हुआ है, उसमें सुधार की बात हम देखेंगे और माननीय सदस्यों के भी बहुत सुझाव आये हैं।

श्री राजनारायण : हमने तो यह कहा कि इसे दिल्ली के जिस कारपोरेशन से लिया था उसी को हैन्ड-ओवर कर दिया जाए।

श्री कमलापति त्रिपाठी : यह आपका सुझाव है। मान्यवर, हमारा इरादा हैन्ड-ओवर करने का नहीं है। हमारा इरादा यह है कि डी०टी०सी० को ऐसा दुस्त किया जाये, उसका काम ऐसा हो कि यहां की साधारण जनता को लाभ पहुंचे और उन्हें अधिक सुविधा प्राप्त हो सके।

SHRI G. LAKSHMANAN (Tamil Nadu) : Sir, I want to submit to this House and to the hon. Minister two suggestions for his consideration based on our experience in Tamil Nadu. In Tamil Nadu when we found that the Corporation was working in a loss we introduced two schemes. One was the employees employed in the Corporations—

there are different Corporations there, Pallava, Pandya, Chera, Chola and all that because it is for the whole State—have been taken in the Corporations as shareholders. The second is an incentive bonus based on the collection of conductors and drivers. By introducing these two systems the working of the Transport Corporations in Tamil Nadu has improved and they are now running on a profit. I want the hon. Minister to consider whether these two schemes could be introduced in the DTC also.

SHRI PRANAB MUKHERJEE : Sir, this is a suggestion for action.

LEAVE OF ABSENCE TO SHRI S.S. RAJENDRAN

MR. DEPUTY CHAIRMAN : I have to inform Members that the following letter, dated the 7th August, 1974, has been received from Shri S.S. Rajendran:—

“I have been advised by my doctor that travel by rail or car to New Delhi or to any place outside Madras is inadvisable in view of my heart condition. I am enclosing a certificate from him forbidding such travel for three months.”

Is it the pleasure of the House that permission be granted to Shri S.S. Rajendran for remaining absent from all the meetings of the House during the 89th Session of the Rajya Sabha ?

(No hon. Member dissented.)

MR. DEPUTY CHAIRMAN : Permission to remain absent granted.

GOVERNMENT BUSINESS DURING THE WEEK COMMENCING 19TH AUGUST, 1974

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS AND IN THE MINISTRY OF WORKS AND HOUSING (SHRI OM MEHTA) : Sir, with your permission I rise to announce that Government Business in this House during the week commencing 19th August, 1974, will consist of:—

(1) Further consideration and passing of the University of Hyderabad Bill, 1974 as passed by Lok Sabha.

(2) Consideration and passing of the Companies (Amendment) Bill 1974, as passed by Lok Sabha.