

12.04 hrs.

MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:

(i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Vote on Account; Bill, 1988, which was passed by the Lok Sabha at its sitting held on the 18th March, 1988, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation Bill, 1988, which was passed by the Lok Sabha at its sitting held on the 21st March, 1988, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.05 hrs.

STATEMENT CORRECTING CERTAIN
INFORMATIONS GIVEN ON 24.3.1988 IN
REPLY TO CALLING ATTENTION RE
SITUATION ARISING OUT OF THE
STRIKE BY EMPLOYEES OF DELHI
TRANSPORT CORPORATION

[English]

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): On 24.3.1988 I made a Statement on the Floor of this House in response to a calling Attention Notice by Sarva Shri Suresh Kurup, Ajit Kumar Saha, Chintamani Jena, Sudhir Roy and Ananda Pathak, regarding the situation arising from the strike by employees of Delhi Transport Corporation. While replying to the points raised by the Honourable Members, I had stated that the Seventh Five-Year Plan document has said that Government must change over to 40% privatisation in transport section in Delhi, and that, therefore, we are not going against any settled policy. The induction of private operators in passenger transport is part of the accepted policy of the Government. In the Seventh Five-Year Plan document approved by National Development Council, the broad policy in this regard has been laid down as follows:

"Considering the demand for passenger transport in the context of the difficult resources position, the alternative of private operators meeting the shortfall would be actively pursued, within the framework of an assured policy regarding the future role of private transport." (Page 220-Vol. II- Seventh Five-Year Plan 1985-90).

This policy has been reiterated in the Annual Plan 1987-88 as well as in the Mid Term Appraisal of the Seventh Five-Year Plan which was approved by the National Development Council on 19th March, 1988.

The parameters governing the extent of private sector participation in passenger transport in Delhi have been settled in consultation with the Planning Commission. During the periodical reviews held by the Planning Commission it has been specifically laid down, as early in 1983, that 40% of