

बजा दी, तो मैं केवल इतना ही कहना चाहता हूँ कि हमारे वित्त मंत्री जी ने कहा था कि उन के मित्र जो उन की बगल में बैठे थे, डाक्टर काटजू, उन्होंने कहा कि "He regards this measure as the good God's gift for Lawyers." मैं चाहता हूँ कि इस में ऐसा कोई प्रावीजन आप न रखें कि जितनी भी आप को ड्यूटी मिले वह तो ठीक है मिले, आप को मिलेगी तो वह तो अच्छे काम में लगेगी और उस को आप अच्छी तरह से चलावेंगे, परन्तु यह जो गिफ्ट है, यदि यह वकीलों के पास चला जाय तो इस में हमें आपत्ति है।

श्री पाटस्कर (जलगांव) : जिस वक्त आप कायदे बनाते हैं तो उस में शब्द लिखते हैं, उन का इंटरप्रिटेशन करना पड़ता है, तो लायर तो आ ही जावेंगे।

वित्त मंत्री (श्री सी० डी० देशमुख) : उन की एस्टेट से भी वसूल किया जायगा।

श्री मनमनबाला : यह ठीक है, यह भी एक तरह से ईक्वैलाइजेशन आफ वैल्यू (धन का समानीकरण) है। लेकिन लायर के पास जो जाना पड़ता है तो उन को फीस देनी पड़ती ही है, यह ठीक है, क्योंकि हमारा धन था वह उन को भी मिलता है। यह पाटस्कर साहब बोले उन का कहना ठीक है, क्योंकि वह भी तो इसी क्लास के हैं। परन्तु मेरा कहना यह है कि रुपया देने के अलावा जो परेशानी होती है उस का अन्त नहीं है। परेशानी बहुत बेसी (अधिक) होती है। हम को टैक्स देना हुआ, यदि हजार रुपया टैक्स देना होता है तो वकीलों के पास घूमते घूमते बहुत परेशान होना पड़ता है। कोई कुछ कहता है तो कोई कुछ कहता है। जैसे मैंने अभी उदाहरण दिया कि ७५

हजार रुपये और ५० हजार रुपये में क्या है, यह मैंने तीन चार आदमियों से पूछा तो उन्होंने कहा कि हम तो नहीं समझते। किसी ने एक बात बताई किसी ने दूसरी बात बताई। तो इस प्रकार के जो प्रावीजन्स हैं इन को आप ठीक कर दें ताकि लायर के पास न घूमना पड़े और जो मतभेद होने का डर है वह भी दूर हो जाये।

आप ने अपने व्याख्यान में बहुत सी बातें अच्छी तरह से सुलझा कर हम लोगों को समझा दीं और जो पहले समझ में नहीं आई थीं वे समझ में आ गई हैं। अतएव प्रिमेंडमेंट (संशोधन) रखते समय जहाँ कहीं कोई शंका की बात हो उस को दूर करने की आप चेष्टा करें। अब समय खत्म हो गया है इतना ही कह कर बैठ जाता हूँ।

DELHI ROAD TRANSPORT AU- THORITY (AMENDMENT) BILL

Mr. Chairman: It is now 11.30. We shall take up the Delhi Road Transport Authority (Amendment) Bill, and as soon as it is finished, we shall revert again to the Estate Duty Bill and the discussion will continue. Shri Alagesan.

The Deputy Minister of Railways and Transport (Shri Alagesan): I beg to move:

"That the Bill to amend the Delhi Road Transport Authority Act, 1950, as passed by the Council of States, be taken into consideration."

I am sorry to trouble the House on this last day for a few minutes with this small measure. This is occasioned by an oversight in my Ministry. They have failed to issue the notification required under section 1(3) of the Act, bringing the Act itself into force. As the House knows, the Act was passed in 1950. Two notifications should have been issued more or less simultaneously, bringing the Act into force under section 1(3) and establishing the Authority itself under section 3(1). The notification establishing the Authority was issued, but due to an error the other notification was not issued. This is the reason for bringing this Bill. Clause 3 of

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the Bill provides for the validation of all actions that have been taken both by Government and by the Authority during this period. It is a very formal clause. The whole Bill is a very formal one, and I hope the House will not take long to pass it.

Shri Nambiar (Mayuram): I wish to say a few words.

Mr. Chairman: Let me place the motion before the House.

Motion moved:

"That the Bill to amend the Delhi Road Transport Authority Act, 1950, as passed by the Council of States, be taken into consideration."

Shri Nambiar: This amendment is, of course technical and tries to validate certain actions taken. So many actions have been taken under this Act. I do not question all of them, but I wish to refer to some of them, particularly in regard to the treatment meted out to the staff, e.g., conductors, drivers, workers etc. I have reported to the hon. Minister several instances as to how these men were treated. In many cases, the actions were grossly unjustifiable. The General Secretary of a Registered Union recognised by the Authority has been discharged on a flimsy ground. His name is Sharma. He is a conductor himself. This instance was the subject of a question in this House. He has been discharged for the reason that he gave a passenger the wrong change, i.e., instead of paying back two annas, he paid back one anna. That was the error committed by him, and for that he has been discharged. When this matter was taken up, I was told: "Oh, it is only departmental action. It has nothing to do with Trade Union activity." The fact remains that this man is the General Secretary of the Union. This discharge created a lot of tension and excitement. Maintenance of service was threatened. There was a strike. The men waited on the General Manager in a deputation and demonstrated before Scindia House. But the man has not been taken back yet. This discharge was a grossly illegal action. Government and the Authority were not satisfied with this. They have suspended half a dozen active Trade Union members in the shed. That happened only a month back. I can give you the names. I have already communicated the names to

the Transport Minister. They were all active members of the Trade Union, executive members. They were suspended all of a sudden. The reason given was that during their off time inside the shed they conducted some demonstration. Subsequently I negotiated with the Transport Minister and they were asked to give an apology for their misbehaviour. That is the term they used, but they never misbehaved. Now after long negotiation, they have been taken back. So, their Trade Union is being hunted, and all sorts of indirect pressure is exercised to make the Union work not in the interests of the workers, but to support whatever is done by the D.T.S. authorities.

Apart from the labour problem, I have to submit to you about the transport service. I have got all respect for the Transport Minister, but I can say that the feeling of the common man in Delhi is that the transport service is most unsatisfactory. Even if you wait for half an hour or 45 minutes.....

Shri K. K. Basu (Diamond Harbour): One hour.

Shri Nambiar: I do not know your experience, you may have a car, but the persons who are travelling by bus, even if they wait for 30 or 40 or 45 minutes, they will not get a bus. There were occasions when people, after waiting so much time, had to walk and go late to their offices and undergo a lot of difficulty. In the peak hours, in the morning as well as in the evening, there is so much rush that the people are not getting the benefit of the transport service. It is said that recently they have put some more fleet of buses but the service as such has not changed. It is not only my experience. It is the experience of the Delhi people.

With regard to the buses, their capacity and maintenance, I have much to say, because the D.T.S. men—the conductors and drivers—have told me that it is impossible on certain occasions to run the buses. Many of the buses are unserviceable except in extraordinary circumstances because of the efforts made by the staff. People get frightened when they see the buses coming and the way in which they behave. And recently there have been some severe accidents. I am not condemning the D.T.S. as such, but I say much attention has to be paid towards the future of the Delhi Transport Service.

Here they have got this authority and it must be given legal status. Of course, it was conducting itself with no legal status so far. We are going to give it, and that too with retrospective effect. Only yesterday we passed a Bill with retrospective effect. This is another Bill to be passed with retrospective effect. At the same time, what are the guarantees given to this House and the people that the D.T.S. would improve? There was a General Manager whom they have changed, and a new man has come. I have no personal quarrel with him. I do not know him, but he is, I have heard complaints from the staff, not a person liked by the staff because he is a person of experience in the General Motors etc. I do not go beyond that, because the Minister will say that he is not here to defend himself. He is not a person liked by the staff at present. That is the trouble. He wants to create some sort of disruption among the staff so that this recognized and representative organization may be by-passed and some sort of workers' committee or some sort of the staff council is brought in supported by the officialdom. Therefore, the Delhi Transport Authority requires thorough change, and the Delhi Transport Service also should warrant a closer attention of this House to see that it is well conducted.

When I go and represent the matter, the hon. Minister says: "After all, we are only here to supervise, and it is the Authority which has to do everything." And when we go to the Authority, they say: "Why do you come to us. Go to the Minister. We cannot give answer to you. We are small persons, executive people. We cannot deal with it." I hesitated to go to the General Manager on many an occasion when there was a crisis. When there was so much trouble here in regard to certain communal tension there was an attempt to stop the bus service by attacking the staff from within, by suspending the workers, so that the workers may go on strike. What communal bias that officer had. I have my own doubts. I brought it to the notice of the Authority that these people may be working in league with certain persons. So it requires careful scrutiny and the officials on whom we have suspicion must be searched. They should not be allowed to go anywhere.

In the capital City of Delhi, when we come here we see that the transport service is so bad. I am coming from Madras. We have got a Government bus service there, and it is

thousand times better than the service here. I can claim it. Therefore, we have got to provide....

Shri Radha Raman (Delhi City): On a point of order, Sir, I should like to know if the hon. Member can speak about the grievances of the D.T.S. staff. Is it within the scope of the Bill? Are these relevant points?

Mr. Chairman: When this Bill is under consideration, every hon. Member can oppose the Bill, can support the Bill, and the Bill can be opposed on this ground also. Therefore I do not think this point arises.

I would request the hon. Member to be brief.

Shri Namblar: Yes, Sir. I shall make it brief for the convenience of the Minister—and today is the last day.

My difficulty is this. With regard to the law, why should there be a law? They say they have got something like 300 or 400 buses, and they have got their own factory, and they have got their own staff—not much paid. They are ill-paid I know, less paid than in Madras. Why should there be so much of law? Did the Government go into the question and conduct an enquiry into the matter.

The staff themselves, through their union, have volunteered so much of help to the authority saying that this can run on a profitable basis if certain routes are well-planned at peak hours, if certain time-table changes are there if certain so-called condemned buses are brought into repair with the help of the staff. If there is consultation between the Union and the Authority concerned, if the union and the workers are taken into confidence, things can be improved and it will be far more better than it is today. But they do not want the co-operation of the staff; they do not want it to be economical; they do not want to see that the Delhi people are better served. That is my grievance. Otherwise, in the capital City of Delhi you can yourself imagine such a thing can never happen. I can understand it in the mofussil, if it is a district centre. Therefore, it requires careful consideration, and this House must watch.

We, can, of course, allow this Bill to be passed, but all the illegal acts committed against the staff and their Union must also be rectified and the persons concerned must be reinstated, and better co-operation should be achieved between the staff and the Authority. This is my request. Of course, I am making the request to an

[Shri Nambiar]

empty bench. The Deputy Minister is here. The Transport Minister is not here. Anyhow, I have to make a request to him, and I hope he will certainly consider the matter.

Shri Dabhi (Kaira North): While supporting this Bill, I would like to say a few words on the working of the Delhi Transport Service which is operated by the Delhi Road Transport Authority.

I have previous experience of the public buses running in several cities of this country, viz., Ahmedabad, Poona, Bombay, etc., but I have never seen a city where the service is so irregular, so unpunctual, so inefficient and wherein the rates are so high as in this transport service. In most of the routes if you go half a furlong even, two annas are charged. That is about the route.

About negligence and complaints, I had made one complaint in the first session against the rude behaviour and conduct of a conductor. It took about four months even to finish the enquiry and come to a conclusion. And that after repeated reminders! After four months they say that they have taken action, and that without contacting me even.

Then, about the conductors and drivers. We know that in every bus service it is the duty of the conductor to give information to the passengers or supply information at least to strangers. Several times I myself and other passengers have asked them: 'When will this bus start', 'Where will it go' etc. and their answer has been 'I do not know'. Every time the conductor says that he does not know. This is the conduct of these conductors. In many cases when a bus arrives at a bus stop, before passengers get in the conductor gives the whistle and sometimes passengers fall down. Sometimes even before the conductor whistles, the drivers start the bus. This is not solitary instance. I myself have experienced such cases several times. Only a few days ago I had such an experience.

As regards punctuality and regularity, I want to relate some of my experience. At very few places time-tables are fixed. Only a few days ago I had written through the Secretary of Parliament and then they put up some time-table at some places. Even at a place like the Secretariat, from where about a dozen buses start up to this time there was no time-table. When I wrote to them, they fixed

time-table at one or two places and there also the times are not given. They merely say that every 15 minutes or 20 minutes or 30 minutes the bus will come. So, the passengers do not know when it will arrive and when it will start. Several times I have had to stop along with other passengers at the Secretariat. We have had to wait for 20 minutes, 30 minutes and 40 minutes and then afterwards we have had to walk in order to go to North Avenue. Only a few days ago we had such an experience at the Secretariat bus stop. It was raining at that time. The starting time of the route No. 15 bus was eight in the evening. After 20 minutes a bus was to start, then another after 30 minutes. But I arrived there at eight P.M. and we were there up to nine P.M. and in the rain. No bus came, there was no tonga and I and other passengers were drenched and we had to go to North Avenue walking.

Then there are several instances both of negligence of service and bad conduct. My hon. friend, Mr. Nambiar, wanted to suggest that only higher officers were negligent. I say that the conductors are even more negligent. So also the drivers. I will relate an instance of a few days ago. The starting time of the bus from the Secretariat was twelve. There were two buses for route No. 15. But they left the bus and went away saying their duty was over. I do not know whether their duty was over. But no bus started and we had to go to North Avenue walking.

So this is the position of the service. Of course, I have drawn the attention of the hon. Deputy Minister to this state of affairs and he has promised to look into the matter. But I still wanted to bring to the notice of this House the state of affairs in Delhi.

Lastly, this is the capital of India and here we must have an ideal bus service. So even from this point of view also, I hope Government will see that all this negligence, irregularity and unpunctuality is set right, and an ideal bus service is run in the capital of India.

Mr. Chairman: Before we proceed with further discussion of this Bill, I will request hon. Members not to go into very deep details about any defects in this service, because after all it is a very small Bill and is technical. Hon. Members may make out

any points in brief if they have got any grievances of this nature. But if they go into details of their experiences, it will take a long time. I should think this Bill should be finished within a very short time; we should be able to finish it in five or ten minutes.

Shri Bogawat (Ahmednagar South): I do not want to repeat what my friend, Mr. Dabhi, has already said. But it is a disheartening thing that the bus service in the capital city should be so inefficient that people have to wait for hours and hours. Yesterday I had written to the Minister. I can say that only two days back about 200 people had to wait for nearly an hour and a half on route No. 27, and the conductor came and he took only four or five people and went away. So many ladies and children were left there and they had to hire some tonga or some taxi or some other conveyance. We have been experiencing this for a year. Here in the capital city the bus service ought to be a very ideal service. Just look at Bombay. How efficient the service is. I say this is all due to the negligence of the employees. They do not care for the public and the management is not so strict as it ought to be. It is the duty of the higher officers, also to look to the convenience of the public. If they do not do it, they are not discharging their duty. Even Members of Parliament are inconvenienced. What about the poor ordinary people? Ladies who had to go to Vinay Nagar or Lajpat Nagar at night time could not get any service. There were no tongas also. It is very disgraceful on our part, when the Government is managing all this service, that people should be troubled and inconvenienced.

So I want to bring this to the notice of the Government. The officers and all the employees should behave properly and do their duty. I can say this is all due to the instigation of some people. These conductors and the employees are behaving so badly that they do not care for the public convenience. So my humble suggestion is that the Minister should note all these things and instruct the officers also and see that this service is as efficient as in Bombay.

श्री राधा रमण: सभापति जी, इस विषयक के सम्बन्ध में मैं चन्द बातों को आप के सामने

और सभा के सामने रखना चाहता हूँ। देहली रोड ट्रान्सपोर्ट के विषय में अभी जिन सदस्यों ने अपने विचार रखे हैं मैं उन से लफ्फ ब लफ्फ इतिफाक करता (शब्दशः सहमत) हूँ।

मैं जानता हूँ कि देहली रोड ट्रांसपोर्ट की हालत एक दारु खिन्नाफा (राजधानी) जैसे शहर में उस कदर खराब है कि कोई भी आदमी उस की तारीफ तो क्या कोई ऐसा लफ्फ भी नहीं कह सकता जो कि सन्तोषजनक हो। सवारियों की तकलीफ के बारे में, कंडक्टर के अपने व्यवहार के बारे में, ड्राइवरो के चलाने के बारे में जितनी भी बातें यहां पर कही गईं उन में और भी इजाफा किया जा सकता है। सदन के सामने सवाल भी आये हैं। उन से भी यह बात जाहिर है कि डी० टी० एस० का इन्तिजाम निहायत ही खराब और खस्ता है और जितनी जल्दी इस तरफ तबज्जह दी जाय वह मुनासिब है। ऐक्सीडेंट्स (दुर्घटनायें) तो हम रोजाना सड़कों पर देखते हैं। जिन हमारे सदस्यों को इस तरफ ध्यान देने का मौका मिला होगा वह जान गये होंगे कि बहुत बार यह ड्राइवर लोग इतनी गफलत करते हैं जिस से साल के अन्दर बहुत सी जानें भी चली जाती हैं। लोगों को एक जगह से दूसरी जगह पहुंचाने में कितनी तकलीफ होती है, कितनी कितनी देर तक हम सड़कों पर खड़े हो जाते हैं तब कहीं जा कर बस मिलती है। यह सब बातें सामने आ चुकी हैं। लेकिन मैं एक और बात की ओर तबज्जह दिलाना चाहता हूँ और वह यह है कि यह बिल इस बात को ऐमेंड (संशोधित) करता है कि २७ मार्च, १९५० को जो काम हो जाना चाहिये था वह नहीं हुआ और हम चाहते हैं कि वह अब हो जाय। यह छोटी सी बात नहीं है। हम कैपिटल में बसते हैं और यहां पर पार्लिया-

[श्री राधा रमण]

मेंट भी है, मिनिस्टरस भी हैं और हमारी केन्द्रीय सरकार के मातहत यह दिल्ली रोड ट्रांसपोर्ट है। तीन साल एक गलत काम को हो जाते हैं और यह बड़ा ताज्जुब मालूम होता है कि तीन साल में न सिर्फ उस अधारिटी के किसी जिम्मेदार आदमी ने, न सिर्फ उस की जो सुपरवाइजरी बाडो है उस ने, बल्कि मिनिस्ट्री तक ने इस बात का ख्याल नहीं किया कि इतनी जबरदस्त गलती हमारे डिपार्टमेंट से हो रही है और उस को जल्दी से जल्दी रफा करना चाहिये। तीन साल के भरसे में जितने भी इस गलती के नतीजे के तौर पर काम हुए हैं उन को हमें लाचारी में कानून बना कर मंजूर करना पड़ेगा या सही करना पड़ेगा। यह तो हम करेंगे। इस के लिये हमारे पास कोई चारा नहीं है। मगर जब हमारे सामने ऐसे मौके आते हैं तो हमें यह जरूर देखना चाहिये और मैं यह चाहता हूँ कि हाउस के सामने जब आप यह बिल पेश करते हैं और चाहते हैं कि यह मंजूर किया जाय, तो हमें यह बताया जाय कि तीन साल तक जिन अश्लास (व्यक्तियों) की वजह से, या जिन अफसरान की वजह से यह गलती हुई है उन के सम्बन्ध में गवर्नमेंट ने या डिपार्टमेंट ने क्या कदम उठाया है। अगर इस शहर में कोई, छोटी सी भी बात या गलती होती है तो उस का एक बड़ा भारो खमियाजा आप को उठाना पड़ता है और उस से सरकार का प्रेस्टिज (प्रतिष्ठा) कमजोर होता है। उस से जो लोगों को गवर्नमेंट पर भरोसा है वह कम हो जाता है और आम लोगों का असंतोष बढ़ जाता है। अगर वह कोई दो चार दस पांच रोज़ की गलती हो तो यह समझा जा सकता है कि यह एक मामूली बात है जिस को नजर अन्धाक किया जा सकता है। इस को चन्द दिन पहले आ जाना था। लेकिन एक चीज़ को तीन साल

गुजर जायें जहां पर कि सेंटर हो, जहां पर एक मिनिस्ट्री भी हो, सुपरवाइजरी बाडी भी हो और एक इंडिपेंडेंट स्टेट्यूटरी अधारिटी (स्वतंत्र अनुबिहित अधिकारी) भी हो, और फिर भी उन के जरिये एक गलती हो बड़ा ताज्जुब होता है। किसी आदमी का दिमाग उस को मंजूर नहीं करना चाहता। इस से गवर्नमेंट के प्रेस्टिज का बहुत लास (प्रतिष्ठा तथा मान की हानि) होता है और आम लोगों को बड़ा असन्तोष होता है कि जब हुकूमत इन छोटी छोटी चीज़ों में इन बातों का ख्याल नहीं रख सकती तो एक बड़ी हुकूमत को कैसे इसाफ और ऐफिसेन्सी (कार्यक्षमता) के साथ चला सकेगी। तो मैं अपने मंत्री महोदय से और सरकार से यह अर्ज़ करना चाहता हूँ कि आप जो यह बिल यहां लाये हैं हम उसे जरूर पास करेंगे और जो कुछ भी इस असना (समय) के अन्दर कार्यवाहियां हुई हों उन को मंजूर भी करेंगे, उन्हें कानूनी तरीके पर ठीक करने के लिये यह बिल पास करेंगे, लेकिन हमें संतोष होना चाहिये कि इस किस्म की कार्यवाहियां आइन्दा कतई बन्द हो जायेंगी और जो लोग इस किस्म की गलती के जिम्मेदार हैं उन को ऐसी इबरतअंगेज़ (त्रासजनक) सजा मिलेगी ताकि आइन्दा गवर्नमेंट को इस लिस्म की तकलीफ न उठानी पड़े कि वह इस किस्म की गलतियों को यहां ला कर मंजूर न कराये। मैं जो एक बात अर्ज़ करना चाहता था। वह मैं ने कह दी। बाकी इस के अलावा मैं यह जरूर समझता हूँ कि दिल्ली ट्रांसपोर्ट अधारिटी के इन्तिज़ाम के मुतालिक हमारी सरकार का ध्यान बहुत जल्दी खिचना चाहिये। हमें यह बतलाया गया है कि दिल्ली की ट्रांसपोर्ट (यातायात) की समस्या रेल के जरिये नहीं बल्कि बस के जरिये बहुत जल्द दुस्त होगी और एक स्कीम भी

सामने रखी गई है कि जिस के जरिये यह कहा जाता है कि जितनी भी कठिनाइयां इस के मुताल्लिक नजर आ रही हैं बहुत जल्दी दूर हो जायेंगी। लेकिन किस तरीके पर यह चीज तरक्की कर रही है उस से हमें यह भरोसा नहीं होता कि जितने असना में यह काम हो जाना चाहिये उतने असना में हो जायगा। इसलिये मैं मंत्री महोदय का ध्यान इस तरफ दिलाना चाहता हूँ कि यह सेंटर है, यहां आप की सेंट्रल सरकार रहती है, वहां पर लोगों का ध्यान खास कर लगा रहता है। इस लिये जरूरत है कि कम से कम वक्त में दिल्ली ट्रांसपोर्ट अथॉरिटी के उन तमाम इन्तजामों को जो खराब नजर आते हैं दूर किया जाय और यहां की बस सर्विस को एक ऐसी बस सर्विस बनाया जाय कि जो दूसरे शहरों के लिये एक नमूना हो। जब हम बम्बई, कलकत्ता और दूसरे बड़े शहरों की बस सर्विस का ध्यान करते हैं तो हमें दिल्ली पर शर्म आती है। दिल्ली की बसों की हालत और टाइमटेबिल वर्ग रहूँ की हालत, और यहां के कंडक्टरों और ड्राइवरों का जो रवेया है, यह सब चीजें दूसरे शहरों से नीचे और पिछड़ी हुई नजर आती हैं। इसलिये इस बात को बड़ी भारी जरूरत है कि जब हम यहां रहते हुए इतने बड़े तमाम मुल्क को आखें बनने पर लगाये हुए हैं तो हम इस बात को जिम्मेदारी को महसूस करें कि जल्दी से जल्दी इस इन्तिजाम को ठीक किया जाय और खास तौर पर उन अफसरान की गलतियों को किसी तरह भी नजरअन्दाज न किया जाय जिनकी जिम्मेदारी पर यह बस सर्विस चल रही है, क्योंकि यह हमारी इनफ्लिसेंशी को बढ़ाने का एक बहुत बड़ा खरिया बना जाता है। इन् अल्फा के साथ इस बिल को जो कि आपके सामने रखा गया है सपोर्ट (समर्थन) करता हूँ और यह उम्मीद करता हूँ कि तमाम साहिबान जो इस सदन में हैं वह यह जानते हुए

कि तीन साल पहले यह गलती हुई थी और इस गलती को ठीक करना ही हमारे लिये मुनासिब है, इस बिल को मंजूर करेंगे।

12 NOON

Mr. Chairman: It has been sufficiently discussed.

Shri Raghavaiah (Ongole): Only five minutes, Sir.

Mr. Chairman: Yes.

Shri Raghavaiah: Before giving assent to this piece of legislation brought to this House for giving new life to the Act, we would like to give a few suggestions to the Government of India for running these D.T.S. buses in an efficient and useful manner, useful to the public and to the workers also.

Before making any suggestions, we would like to criticise the present administration of the D.T.S. I do not want to add to the catalogue of grievances that have been made by hon. Members both on this side and on the side of the Government. Suffice it to say at present, that a stage has come when inefficiency in the running of the D.T.S. will not be tolerated even for a moment. Grievances, after grievances have been made against the workers of different strata. Before going into that, let us consider for a moment whether the salaries paid to these employees are living wages at all. A conductor gets less than Rs. 100 and a driver gets at the most Rs. 100 or Rs. 110. Sir, you know how difficult it is in this city.....

Mr. Chairman: Salaries of workers are not germane to the consideration of the present Bill. This is a formal Bill and I do not think that in this discussion we should go into the question of the salaries of drivers and conductors. However, as he has started it, I will request him to be very brief.

Shri Raghavaiah: Sir, you know that even for Rs. 70 or Rs. 80 it is very difficult to get a small house with one or two rooms in the city. It is sickening to look at one or two room houses in old Delhi for residence. Under such inhuman conditions, you expect the drivers and conductors to work in an efficient manner. I do not want again to go into the depths of the workers' grievances. The Minister of Transport must know them a great deal. All that I would like to appeal to him is to have a human understanding and enable the workers, the conductors

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and the drivers in the transport services to work. Sir, you know in the International Labour Conferences it is an accepted truth that there should be eight hours work and the workers should not be asked to work more because it will result in premature deaths and premature loss of vitality. Even at this stage, the very fact that the hon. the Railway and Transport Minister has not recognised this simple truth that there shall be only eight hours work and not more is really deplorable.

I would just like to make a few suggestions for the efficient running and administration of the transport services. The first thing is that you should not go on asking the drivers and the conductors as to the timing of the buses. There should be a notice board at the Secretariat, at the place from where the buses start and according to the time table the buses should start. One bus comes at 4.2 P.M. and another at 4.22 P.M. The buses are running at 20 minutes intervals. You know that in Bombay and Madras and cities like that you have got bus services at five or ten minutes intervals. The people need not stand in queues as they stand before ration shops whenever there is food scarcity. That should not be the fate of passengers especially in this capital city of New Delhi. It should not be the lot of passengers in the capital of India. It is also a deplorable fact that the buses do not run to time. Sometimes the buses do not have lights. Yesterday night I wanted to board a bus; the conductor told me that the bus will not be going to its destination as there were no lights. In the case of the next bus into which I got the holding rod was broken. This is the way in which the buses of the Delhi Transport Service are run. I have come to know that they have a workshop. It is surprising that in spite of it the buses should ply in this way—with lights not functioning, the holding rods broken, etc.

For the efficient functioning of the service, the following are necessary: better conditions of service to all the employees, from the lowest to the highest; confirmation of the temporary staff; increase the frequency of the buses, say five minutes or ten minutes. There should also be proper distribution of buses on the routes. For instance, certain routes, like Goal Market, for instance require a greater number of buses.

I hope the hon. Minister will take into consideration all the suggestions and give effect to them immediately

and not make promises only to be broken, as is the case with the Government of India.

Shri M. S. Gurupadaswamy (Mysore): This Act was passed in the year 1950. This amending measure is said to be to correct a technical error. But it is a substantial error. Government have failed to implement the Act though it was passed three years ago. They say that through oversight they could not implement this Act. I have of late been observing that this Government is specialising in the art of oversight; also they are specialising in the art of shortsight.

Shri S. S. More (Sholapur): What about insight?

Shri M. S. Gurupadaswamy: My hon. friend Mr. More says that they are not showing any insight. I want the hon. Minister to show hereafter at least better insight into this matter.

I want to refer to one or two important things about the management of the Delhi Transport. Again and again on the floor of this House we are complaining that this Government is most inefficient, most incompetent to manage its affairs. And that is most reflected in the D.T.S. The inefficiency in this case is hundred per cent, or it will go even more than hundred per cent. This bus service cannot be called a service. It is a mess-service.

Shri S. S. More: Disservice.

Shri M. S. Gurupadaswamy: Yes. And you are rendering a great disservice to the country. People come from overseas to this country and see that the bus service in this capital city is most disorganised and inefficient. It is a sad commentary on the efficiency of the Government.

I want to say one or two things about the management. People have complained that it is not properly managed. Some of them have complained...

Mr. Chairman: Much has already been said. I would request the hon. Member not to repeat them.

Shri M. S. Gurupadaswamy: I will only make one observation.

Mr. Chairman: Has not the hon. Members said enough so far?

Shri M. S. Gurupadaswamy: Only individual grievances have been stated on the floor of the House. Each Member has a catalogue of grievances. But I have to make some observations. The staff in the

D.T.S. have not been provided with enough amenities and conveniences. The inefficiency is partly due to the criminal neglect of the staff. If you want to improve the efficiency of the service it is imperative that you should provide a high standard of amenities to the staff.

I am seeing overcrowding everywhere. If you want to avoid overcrowding and if you want to regulate passenger traffic you must increase the number of buses. Many M.P.'s from the South Avenue are complaining and Mr. Basu was telling me just now that there is not one single service available from South Avenue to Connaught Place or any important centre in the city.

It is necessary that the whole matter should be considered and the D.T.S. should be well planned, well organised and well managed. I leave it to the hon. Minister to take proper steps to see that the service is conducted properly.

Shri K. K. Basu: I wish to raise one or two points. Sir, I shall not repeat a single word of what has been said.

Mr. Chairman: Why did he not stand before? I have been allowing repetition also! I would request the hon. Member to be very brief.

Shri K. K. Basu: Absolutely brief Sir.

I would only urge the hon. Minister to explain the legal position regarding certain contracts entered into on the authority of the President. Clause 3 tries to validate certain action taken under the authority of the Delhi Road Transport Authority Act. But as you know, our Constitution envisages that contracts entered into in the name of the Union can be done by the President or a properly authorised body. What I would like to know is this. Suppose a certain thing has been done on the authority of the President delegated to certain individuals or officials connected with the transport body. On the basis of that authority he might have entered into a contract with a third party. I want to know whether section 3 of this Act is sufficient validation for all the actions done under the authority of the President as envisaged in our constitution. Sir, you are an eminent lawyer and you took a leading part in the framing of this Constitution.

Shri Alagesan: I am grateful to the Members who participated in this debate and made various useful and helpful suggestions. I shall take the

last point first. We are assured by the Law Ministry that clause 3 which we are putting in is sufficient to validate all actions that have been taken including contracts entered into and various other acts that have been taken in pursuance of the obligations that have been placed both on the Central Government and the Authority. This clause is sufficient to validate all those things. I can assure the hon. Members that there is no further legal difficulty about this matter.

The bringing of this Bill, for this particular reason, has done some good. In a way it has given an opportunity for the hon. Members of this House to focus their attention on the working of the D.T.S. I can, at the very outset, say that we are not very much satisfied with the way in which the D.T.S. is working. We would like to provide more amenities, remove the present irregularities and the unpunctuality that has been complained about and put the service on an even better footing and it is good that the Members of this House had occasion to pass these remarks. I am in entire agreement with the Members who said that in this capital city, we should provide a capital bus service which should be a model and an example to other services that are run in other cities. As it is, I am sorry I cannot claim that and I can assure the House that we shall take every step to improve the conditions that are at present obtaining. That does not mean that several improvements have not already been effected.

Many members of this House ought to be familiar with the old and rickety buses that the old GNIT Company was running in this city. Those who have seen the GNIT buses will be able to realise what an improvement the present bus service offers and there are many Members in this House who have had occasion to travel in the old buses and who also travel in these DTS buses and they can realise the improvements we were able to effect.

In this matter, I can tell the House that many members of the public and also hon. Members of this House as well as the other House have complained to me personally of the way in which this service is working. Especially I should like friends who are interested in labour to take note of this point, especially about the courtesy aspect of the conductors and drivers. In fact, an hon. Member of

[Shri Alagesan]

this House complained to me that a small child fell down from a bus and hurt herself because the bus was not stopped sufficiently long for the child to get down and for other passengers to get down. I can enumerate cases that have come to my notice but I do not want to take the time of the House. We are looking into all these things. In fact, a school has been started to give training in courtesy and in other aspects to the staff but I am sorry to say that the Union is not looking with favour upon this effort. I hope the Union also will co-operate in this and see that maximum courtesy is shown to the passengers. After all, we have to develop a new philosophy both in the minds of workers and others. It is not the Delhi Road Transport Authority or the Central Government that is the master of this bus service. The real masters are the passengers who travel by paying. Drivers and conductors are bound to be courteous and helpful to their masters. I wish those friends who are very much interested in labour welfare take note of this and also take proper steps.

As far as increasing the amenities to the public is concerned, we have already got about 34 buses in February and put them on the road. But, many of them are on replacement account. We hope to get another contingent of 30 buses by the end of July. Before the financial year is out, we hope to get also another contingent of about 70 buses. Many of them may go to replace old buses. But, still the number of buses on the road will be more than what it is at present, and will be sufficient to give satisfaction to the public with respect to regularity, punctuality and all that.

My hon. friend Mr. Nambiar said that the buses are not in good condition and the workers are afraid of taking them out on the road. It is a fact that in the several routes, we have to miss the scheduled timings of several buses every day. This is due to this fact. Though the buses are there ready in the shed, the drivers and conductors who have to take out the buses do not appear at the last moment. The buses are in good condition; but they are unable to take out the buses and several buses have to be missed on the various routes, causing great inconvenience to the public. To obviate this, the Authority has necessarily to employ daily-rated people. Here, I can say that a large number of these daily-rated people have been put on the monthly rate basis. But, still when the employees who have been employed on the monthly

rate basis do not turn up at the last moment, and thereby cause a good deal of inconvenience to the public, the Authority has to resort to employ daily rated people, so that the buses which are in a good condition may not be left in the shed. Now, there are two depots. We want to increase the number to four and the work is on hand. Also a pucca workshop is being built and then, we hope to keep the buses in a much better condition. I think that is all as far as the public aspect is concerned.

Shri K. K. Basu: Then, the Members aspect?

Shri Alagesan: My hon. friend Mr Nambiar was pleading for proper treatment to the employees in the bus services, drivers, conductors, etc. I can quote a few figures which will show how they are treated, whether they are treated better than before or not. The average pay—pay and other allowances included—of a driver is about Rs. 127 whereas formerly he was not getting more than Rs. 85. A conductor at present is getting about Rs. 104 whereas formerly he was getting round about Rs. 80. Then the number of buses that are now running is roughly about 193 whereas the old bus service was running only about 120 buses. The total number of employees in the old GNIT was 1200 roughly. The present number of employees is 1760. So, there is an increase of about 47 per cent. in the strength of the staff, but I would request you to look into the total wage bill. The total wage bill which was previously Rs. ten lakhs approximately is now about Rs. 28.4 lakhs, i.e. for an increase of 47 per cent. in the strength of the staff, the wage bill has shown an increase of about 150 per cent. These figures will show whether there are better conditions obtaining for the workers or not. As I said, a large number of daily rated staff have been brought on the monthly roll. Rest room and canteen facilities have been provided. A Chief Medical Officer also has been appointed. He is required to go round the families and treat even the families of the workers. A recreation fund also have been started. A Labour Welfare Officer has been appointed and various steps have been taken. Labour has been associated with the D.R.T.A. Advisory Committee by taking a representative of the labour organisation. These are the steps taken with regard to the question of treatment of labour.

My hon. friend Mr. Nambiar has raised the question of an individual

employee. He raised it previously also through a separate question. Though I should not like to take long, I should like to place the particulars of that case before the House. This conductor whose name is Sharma, has been in service from 15th August, 1948. His record of service has been uniformly bad. From 15th August, 1948 to 30th January, 1951 he was warned thrice; strictly warned twice; cautioned once; severely reprimanded once; finally warned once; last chance given once; and his good conduct bonus stopped thrice. This is the record of this employee. He has been the General Secretary of the D.T.S. Workers Union since March, 1951. The management was very lenient in dealing with him in all these cases of irregularity. On 29th October, 1952 he was charge-sheeted for some further irregularities, namely, misappropriation of revenue and serious misconduct. His explanation was considered by the Departmental Committee consisting of A.G.M. Administration A.G.M. Traffic and the Traffic Superintendent, Karol Bagh Depot, which has been set up by the G.M. for examining cases of misconduct of employees. It is usual for this Committee to invite representatives of the D.T.S. Workers Union as observers at the Committee's sittings. While the case of Suresh Sharma was examined, and he was heard in person by the Committee, Driver Balak Ram, the Vice-President of the Union, was present throughout the discussions. It is reported that Balak Ram was convinced of the correctness of the charges, but he desired that Suresh Sharma may be given a last warning. The Committee recommended termination of service with effect from 28th November, 1952.

[Mr. Deputy-Speaker in the Chair.]

Suresh Sharma appealed against this recommendation of the Committee, but the D.R.T.A. decided to reject the appeal and terminated his service. This in short, is the history of this particular individual, and I leave it to the House to judge whether this particular individual was shown all the consideration—and in fact, even more consideration and extra consideration than is due to an employee—or not. I have nothing more to add.

I am sorry, as I said in the beginning, for having troubled the House with this measure. We sincerely regret the error in not having issued the notification, and I apologise to the House for the error. I hope the measure will be passed without further delay.

Shri Nambiar: Arising out of the answer given by the hon. Minister to my queries, may I seek some clarification? He gave the details of the pay and allowances, the total wages bill etc. of the staff. May I ask him whether the staff are working for eight hours a day or more...

Shri Alagesan: Yes.

Shri Nambiar: Let me complete my query: may I ask him whether a single one of the employees has been provided a house in the city, or whether anything in that direction is contemplated and whether any houses will be constructed for any of this staff? As we understand, the D.T.S. is going to be permanent in Delhi, whether these considerations are there, and I want to know whether those drivers who have to come to duty at five in the morning etc., are provided with any bus service or given a cycle or any other facility to come because there is...

Mr. Deputy-Speaker: The hon. Member is making another speech.

Shri Alagesan: He is making a supplementary speech on the Bill.

As far as the hours of work are concerned, they are required to work for nine hours with one hour rest. Including this one hour of rest, they are asked to work for nine hours.

The housing problem has been brought in in this supplementary speech. They are all inhabitants of this city, and like other employees of Government, they have to come by bicycle or other conveyance. I have nothing more to add.

Mr. Deputy-Speaker: The question is:

"That the Bill to amend the Delhi Road Transport Authority Act, 1950, as passed by the Council of States, be taken into consideration".

The motion was adopted.

Mr. Deputy-Speaker: There are no amendments to the clauses.

Clauses 1 to 3, the Title and the Enacting Formula were added to the Bill.

Shri Alagesan: I beg to move:

"That the Bill be passed."

Mr. Deputy-Speaker: Motion moved:

"That the Bill be passed."

Shri B. S. Murthy (Eluru): I want one clarification.

Mr. Deputy-Speaker: What is the point.

An Hon. Member: You may speak.

Shri B. S. Murthy: I am not speaking. I am only putting a question.

May I know whether the Minister is aware that there are several of these drivers and conductors who have been making requests that some facilities should be provided to them for their conveyance from their respective residences to the place where they must take out the buses? May I know whether the Minister will see that at least a special bus is provided to pick them up at four o'clock or five o'clock in the morning so that their inconvenience will be lessened?

Shri Alagesan: I have to inform that staff buses are provided to bring the operating staff from their houses. There are enough number of buses to bring these employees.

Mr. Deputy-Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

BUSINESS OF THE HOUSE

Mr. Deputy-Speaker: Now, there is a half-hour discussion.

An Hon. Member: We cannot be taking it for another ten minutes.

Mr. Deputy-Speaker: We will take it up and disperse five minutes earlier. There is no harm.

Shri Vallatharas (Pudukkottai): In the light of the statement.....

The Deputy Minister of Finance (Shri M. C. Shah): It was fixed for 12-45.

Mr. Deputy-Speaker: Now we have finished this. Am I to proceed then with the Estate Duty Bill?

Ch. Ranbir Singh (Rohtak): Yes, Sir.

Mr. Deputy-Speaker: If I take up the Estate Duty Bill, I will have to close it at 12-45. We are at 12-35 now. If the hon. Minister has any inconvenience, I will put it off to 12-45.

Shri M. C. Shah: The Finance Minister is going to reply. He is not here. Anyhow, I am here. We may continue.

Ch. Ranbir Singh: May I speak, Sir?

Mr. Deputy-Speaker: No. I will take up this half-hour discussion. There are barely ten minutes.

FAMINE AND DROUGHT CONDITIONS IN MADRAS

Shri Vallatharas (Pudukkottai): In the light of the statement of the Chief Minister of Madras State in the Madras Legislative Assembly in March last that the famine conditions and the suffering of the people had assumed very serious dimensions throughout the State that his Government could not cope with it and that the national plan for the State had been completely upset, I asked question No. 1362 which was unanswered on the floor of this House on the 16th April, 1953.

I had asked for information about the conditions and the nature of the famine and drought which made the Chief Minister make that desperate statement referred to above, and also the measures particularly adopted or proposed to be adopted for preventing or mitigating the situation. The answer given by the hon. Food Minister confined itself to a mere and bare statement of the districts and areas affected by the famine. Thus this discussion arises.

It is an admitted fact that the areas presently affected are the 13 districts of Tamil Nad. There are other areas about which I am not referring. The present malady has exclusively concentrated itself over the 13 districts of Tamil Nad, of which Tiruchirappally and Ramnad are the worst affected, and in Tiruchirappally my constituency of Pudukkottai is the worst affected. I made a detailed reference to the development of the famine conditions in my district in my speech on the Finance Bill last month and I emphasised the desirability of the urgent need for a revision of the policy of the Ministry of Food and Agriculture to attend to and concede the immediate needs by permanent facilities of water for drinking and irrigation purposes for reclaiming once-cultivated lands but since lying fallow, to be provided with irrigation facilities instead of devoting attention substantially to reclaim new lands by mechanical cultivation.

The present famine conditions are not the creation of this year or the previous year. They had appeared a decade before, gradually developed without interruption and acquired