

Digitization lagging, offenders can't be pinned down easily

No Common Database And Outdated Information Make Job Difficult

Rumu Banerjee | TNN

New Delhi: The Delhi government had decided in 2002 to allot Rs 827 lakh for computerization of records at the transport department. At that time, only 34 lakh vehicles were registered in Delhi and the brief was simple: establishment of a wide area network (WAN) that would connect all zonal authorities, two sub-offices and National Crime Records Bureau (NCRB) with a host computer that would be installed at the transport department's headquarters. More than a decade later, the digitization process is yet to be completed. Worse, there is no integration of data for the two enforcement agencies for the transport sector in the city — Delhi Traffic Police and the transport department.

The December 16 incident is a glaring example of how things go wrong. The lack of coordination between the two agencies was responsible for the bus plying on that fateful night. Despite its permit having been cancelled, the bus continued to run as neither the transport department nor the traffic police had bothered to update records. Transport minister Ramakant Goswami admits that a common database is necessary for effective enforcement on Delhi roads. "We are looking into establishing a database that will be accessible by both agencies," says the minister.

The reality though is that the digitization project has been lagging behind for over a decade now. Every year, Delhi government has allocated Rs 150-100 lakh for computerization of records but without any results. Till date, only 78,500 autorickshaw permits — including 11,000 new ones issued in the past three months — and another 50,000 commercial

WHAT THE RULEBOOK SAYS

Type	Issuing Authority	Purpose
Autorickshaw and taxi	Transport Dept	To ferry passengers in Delhi by meter for a fare set by STA
Maxicabs	STA	To ferry passengers in city on a fixed route with fare set by STA. Total seating capacity shall not exceed more than 12, excluding driver
All India tourist permit (cab)	Transport Dept	For vehicles with a seating capacity of five and colour of cab white only.
Rent-a-cab	Transport Dept	For vehicles driven by clients themselves based on a daily fare. Permit holder should have 24-hr accessible phone, adequate parking and experience in passenger transport business. Also, should have a fleet of 50 cabs of which 50% should be air-conditioned

RULES FOR CHARTERED/TOURIST BUSES AND CABS

CONTRACT CARRIAGE PERMITS

- ▶ Every holder shall furnish within 10 days of receipt of permit a list of drivers with passport size photographs
- ▶ Whenever there is any change, a fresh list to be submitted within five days of change
- ▶ No vehicle to ply without a proper authorisation card containing name, photograph and other particulars of driver issued by STA. Authorisation card to be displayed conspicuously
- ▶ No vehicle to be driven by a



TOURIST CABS

- ▶ Permit holder to have an office with phone at a suitable place for booking by tourists. Authorised parking place and adequate financial resources to purchase vehicle to be made known to department. Road

and passenger tax paid at state borders

TOURIST BUSES

- ▶ Vehicles should have public address system, drinking water, push full back seats, fans, curtains, separate driver's cabin etc. Name and address of operator to be visible on exterior centred as high as practical below the window line in bold letters. Vehicle covered by All India Tourist Permit shall be driven by person with a driving licence for light motor vehicle category and possessing a PSV badge
- ▶ If vehicle used in any manner other than that specified in permit, permit can be cancelled or suspended. This includes plying of chartered buses as DTC or cluster buses, allowing unauthorised drivers to drive vehicle, running tourist buses within the city or driving without a valid PSV badge

permits have been issued. This figure doesn't include taxis. There are, however, over 72 lakh vehicles registered in Delhi.

More disturbingly, drivers of only 61,000-odd three-wheeler scooter rickshaws or autorickshaws have been issued driving licences till now.

This, when there are over a lakh autorickshaw drivers operating in the city, say officials. That most of these drivers haven't been vetted is apparent from the fact that only 77,270 PSV (public service vehicle) badges

have been issued by the transport department. These PSV badges include all public service vehicles like DTC, cluster, autorickshaws and Gramin Sewa.

The immediate fallout of lack of proper digitization, say officials, is the inability of the enforcement agencies to pin down offending drivers and permit holders. For in-

Transprobe

A Special Report Part-II

Bus owners hide behind tour operators

Indrani Basu | TNN

New Delhi: Only about 10 per cent chartered and tourist buses in the city are owned by private tour operators and travel agents — the rest belong to transporters. So, when such buses are hired by schools, offices or others for trips or functions, the tour operators become intermediaries as they in turn hire the buses from such transporters. This staggered ownership model results in lack of accountability, explained officials.

In a bid to regulate this process, a panel had been set up during Commonwealth Games to register such tour operators. The state government, anticipating a large number of tourists coming to the city, asked the tourism department to register travel agents who provide services of tours and travels (not just chartered buses, but even smaller vehicles like SUVs). They were to be registered under Section 93 of the Central Motor Vehicles Act and were to follow a set of guidelines under Delhi Motor Vehicles Rules (DMVR), including the fee for registration, security charges, etc. If these basic facilities were not met, they could be blacklisted under Section 81 of the DMVR.

According to Section 193 of Motor Vehicles Act, if such a travel agent is found not to have registered, a fine of Rs 1,000 is to be imposed. If caught a second time, the fine is doubled, while a third instance could result in imprisonment. A panel under the tourism joint secretary was set up to frame guidelines for such travel agents, with four or five independent organizations also part of this panel. "Following this, around 1,200 applications were re-



OUTSOURCED: Tour operators own only about 10% of chartered and tourist buses in Delhi, the rest are hired through transporters

ceived by the tourism department for registration. But no one was registered. We have now written to the state and central governments as well as the lieutenant-governor asking for these

port Research and Training (IFTRT), who was part of this panel.

As reported in TOI on Saturday, sources pointed out that transporters find it easy to get buses registered in

hi is preferred for registration. That's why transporters give bogus Delhi addresses. Even if a bus has a permit in Delhi, the owner may ply it in Haryana or another state. "There are several discrepancies that allow this. When applying for permit, the bus owner may simply claim that the origin and terminating points are in Delhi, but may be actually ferrying passengers between Sonapat and Hisar. Sometimes, the bus may even start or stop at Delhi, but the passengers inside it may be picked up illegally as within city limits they will ply on state carriageway bus routes," said a source. In 2012, at least 2,451 buses were found picking passengers illegally in Delhi. The credentials of these drivers is also difficult to check.

agents to be registered. Without this there is no accountability, no transparency and the passengers are at risk," said S P Singh, senior fellow and coordinator of Indian Foundation of Trans-

Delhi compared to surrounding states. In Haryana, no permit is issued to private firms but only to organizations like schools or offices. A higher tax in other states is also the reason why Del-

Doc held for molestation

Purusharth Aradhak | TNN

Noida: An ayurvedic doctor has been booked for allegedly molesting a woman, said police.

The victim, a media professional, had gone to an ayurvedic clinic for check up. As her doctor was not present, she consulted another doctor who allegedly took her inside and molested her, said S S P Praveen Kumar.

"She screamed for help, pushed him aside and ran out of the clinic. She reached sector 20 police station and filed a complaint based on which the accused was immediately arrested," said Kumar.

The accused, identified as Ashok Bhadoria (25), has finished Bachelor of Ayurvedic Medicine and Surgery (BAMS) and is a resident of Barola.

Developers already buying large plots

▶ Continued from P1

Restricting licences to 50-acre and 100-acre parcels would ensure that the residential complexes have necessary social infrastructure such as schools, community facilities and local shopping complexes, officials said.

Sources said many major developers have already bought large chunks of lands in outer Delhi around the planned urban extension road connecting NH-8 with NH-10 and NH-1. Property consultants say prices have already shown an upward trend in anticipation of the government allowing multi-storey projects in the area.

The government says that allowing highrise complexes would help calm prices. In case it fails to bring down property prices in Delhi and in its suburbs, the DDA would



Consultants say prices have already started increasing in anticipation of the government allowing multi-storey projects

largely be blamed since the authority failed to finalize the land-pooling policy for more than a decade. The authority did not allow such development since it was the main developer in the capital. It started taking up the policy only after realizing that land acquisition was becoming difficult. The authority had acquired most of the land in south Del-

hi as late as 1983. "The move to finalize the land pooling policy is a welcome step though possibly inevitable. The minimum size of the development should be such that it allows community services like small school and shopping facilities to be integrated within the complex. This will give the original land owners the op-

Toll-free ride to Delhi on DND in rush hour

Vandana Keelor | TNN

Noida: A day after police directed Noida Toll Bridge Company Ltd (NTBCL) to make the DND flyway toll-free during peak hours, the flyway operator has decided to abide by the order. After a meeting held with the Noida traffic police on Saturday, it was decided that until the repair work at the Kalindi Kunj Bridge is completed, commuters will not be charged on the Noida-Delhi stretch during 9am-10am and 5pm-7pm.

NTBCL officials said the decision was taken to keep the area near the toll plaza in Noida free of traffic jams and to ensure smooth and continuous movement of traffic.

"Since we had received directions from the Noida traffic police to find a solution to the problem of congestion in the wake of the Kalindi Kunj Bridge repair, we have decided to open the toll gates for free access to vehicles during peak hours," said Anwar Abassi, spokesperson, NTBCL.

The flyway operator has decided to exempt all classes of vehicles using the toll road between Noida and Delhi. NTBCL officials clarified that the Delhi-Noida stretch would continue to function as a toll flyway and commuters would be charged. The exemption will not include commercial vehicles travelling on the DND between Noida and Delhi or vice-versa.

HC seeks info about EWS quota in school

Abhinav Garg | TNN

New Delhi: Capital's elite Sanskriti School is under Delhi high court scanner over allegations that it hasn't admitted economically poor children under the EWS quota.

Justice G S Sistani recently asked the school to furnish details of admissions made under EWS quota in each class ever since the Right to Education Act (RTE) came into force in April 2010.

The court sought details in this regard after the school and its management, the Civil Services Society, claimed that initially it admitted 10% students under the EWS category and 5% students from the staff category, till the RTE Act was enacted. Thereafter, the management claimed, it has been admitting 25% students in Nursery under EWS category.

Justice Sistani asked the society and the school to put on record the figures in the form of an affidavit and gave time till March 11, while hearing a plea of a father challenging denial of admission to his two children under the EWS quota. East Delhi resident Anit Kumar Bahuty, in his plea, said his son Aniket and daughter Sweta have been "illegally" denied admission by Sanskriti School in Classes VI and IV respectively.

"The school is situated on public land allotted by the L&DO against Rs one only as annual rent with the condition that it will provide admission to the children of economically weaker section to the extent of 25% (of its intake capacity) and grant them free-ship," the father argued through advocates Ashok Agarwal and Khagesh B Jha.

"Despite the fact that the school in this academic year



Sanskriti School

has taken eight fresh admissions in both Classes IV and VI but no student under EWS category has been admitted which is illegal and in breach of the conditions for land allotment," the lawyers had earlier pointed out.

Earlier, the school had said the vacancies in Classes IV and VI were filled by wards of government servants who came to Delhi on transfer and there was no vacancy under the EWS category.

WALK-IN-INTERVIEW

**GOVERNMENT OF NCT OF DELHI
DISTRICT DISASTER MANAGEMENT AUTHORITY (WEST),
O/o DEPUTY COMMISSIONER REVENUE (WEST),
OLD MIDDLE SCHOOL BUILDING, RAMPURA, DELHI-110035
Ph No: 011-27397814**

District Disaster Management Authority (West) intends to hire eligible individuals for the following posts, on contractual basis. Those who have the requisite qualification and experience may appear for the Walk-in-interview. The candidates should come along with duly filled in application forms and with all the original documents to support their experience and qualification.

District Project Officer	No. of posts-01
	Salary Offered Consolidated Rs. 25000/- Age (as on 01.01.2013)-not above 40 yrs. Essential Qualification: Master Degree in Social work / Disaster Management / Town Planning / Social Sc. / Science from recognized University. Desired Qualification: Preference will be given to person possessing higher qualification in the same field. Experience: 3 Years of experience in disaster management.

The application form & other relevant details can be viewed/downloaded from www.districtdisastermanagementauthoritydelhi.gov.in or www.ddma.delhigovt.nic.in. The candidates are required to fill in the application forms and bring it along at the time of Walk-in-Interview. The duly filled application forms are required to be submitted at the Office of District Disaster Management Authority, O/o Deputy Commissioner Revenue (West), Old Middle School Building, Rampura, Delhi-110035.

**The Walk-in-Interview will be held on 18.02.2013 at 11:30 AM.
ADDL. DISTRICT MAGISTRATE/CEO DDMA(WEST)
24X7 DISASTER HELPLINE NO:-1077**

DIP/1982/2012-13

H.R.A. AGENCY (North Delhi) 931226097, 9212080128 | AMIT & CO. (East Delhi) 9212125279, 9212142579 | JAIN NETTING IND. (East Delhi) 9810124957, 9971011332 | DURGA TRADERS (West & Central Delhi) 9313951688
S.K. ENTERPRISES (South Delhi) 9810399716 | KESHAR ENTERPRISES (Faridabad & Gurgaon) 09350173151 | AKSHRA ENTERPRISES (Noida & Ghaziabad) 09719248477, 09690862222