

<i>Name of Country</i>	<i>Accident ratio</i>
India . . . . .	13.75
U.S.A. . . . .	11.59
U.K. . . . .	9.62
Canada . . . . .	8.54
Japan . . . . .	8.56

(c) The details of the steps taken to minimise road accident ratio are given in the enclosed statement.

#### Statement

*The steps taken/being taken to minimise accident ratio in the country*

1. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.
2. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.
3. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.
4. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.
5. It is prescribed that road safety devices would be fitted in the vehicles viz, direction indicators with blinker system for vehicles, special labels on carriages carrying dangerous or hazardous goods.
6. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.

*The State Governments have also been advised to take action on following lines-*

1. Strict and rigid enforcement of traffic rules and regulations.
2. Regular special drive against rash and negligent driving without

driving licences, drunken driving, defective head-lights, over-speeding overloading etc.

3. Regular prosecution of violation through issue of notices.

4. Introduction of blinkers/signals at accident prone areas.

5. More Police presence in accident prone areas.

6. Special morning drives and night mobile patrolling.

7. Painting of bus boxes, yellow boxes.

8. Special night checking on Highways.

9. Special drive against buses, HTVs, ISRS, Taxis etc.

#### Modernisation of Rajabagan Dockyard

2257. SHRI DIPANKAR  
MUKHERJEE; SHRI  
NILOTPAL BASU:

With the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether modernisation of ship-repair facilities of Rajabagan Dockyard was sanctioned in December, 1992;

(b) what is the progress made Uptill now in this respect;

(c) whether the progress is made in conformity with what was anticipated;

(d) if not, what are the reasons for tardy progress; and

(e) what steps are contemplated for early completion of the modernisation programme?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

fb> The first phase of demolition and disposal of old buildings and structures has been completed. Rehabilitation

of machines in phase I and II has been completed. Tender formalities have also been completed in respect of some other demolition and disposal works, rehabilitation and construction of miscellaneous buildings and sheds, etc.

(c) and (d) It was intended to implement this scheme with the Dutch financial and technical assistance. Implementation of the project has got delayed, because it has taken some time to obtain confirmation from the Dutch Authorities in regard to their financial commitment to this project.

(e) With the Dutch financial and technical assistance, it is now proposed to undertake the various activities relating to execution of this project expeditiously.

#### **High-Speed Ferry Service between Panjim and Bombay**

2258. MISS SAROJ KHAPARDE:  
Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a high-speed ferry service is likely to become operational between Panjim and Bombay around November this year; and

(b) if so, the details thereof including the fares to be charged from the passengers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI IAGDISH TYTLER): (a) and (b) The government has recently permitted M/s. Damania Airways Limited (Shipping Division) to acquire a new built Catamaran to be operated between Panjim and Bombay. As per indication given by the company, the service on this route is likely to be started in November, 1994. The likely passenger fare to be charged by the company is Rs. 700/- for lower deck and Rs. 1,200/- for upper deck.

#### **Transfer of DTC to Delhi Government**

2259. SHRI O. P. KOHLI:

PROF. VIJAY KUMAR  
MALHOTRA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to transfer the DTC with its assets minus accumulated losses to the Government of Delhi;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI IAGDISH TYTLER):

(a) At present, the Government have no such proposal.

(b) Does not arise.

(c) The Government of National Capital Territory of Delhi is unlikely to accept the transfer of DTC in view of huge losses and financial outstanding liabilities of DTC, which the Central Government, presently is not in a position to write-off.

पवकर तथा चुंगी संबंधी ज्योति  
बसु समिति

2260. श्री सत्य प्रकाश मालवीय :

श्री दिग्विजय सिंह :

क्या जल-भूतल परिवहन मंत्री यह  
बताने की कृपा करेंगे कि :

(क) क्या सरकार को पवकर तथा  
चुंगी को समाप्त करने के संबंध में  
ज्योति बसु समिति का प्रतिवेदन प्राप्त हो  
गया है ; और

(ख) यदि हाँ, तो उक्त समिति ने  
अपने प्रतिवेदन में क्या सिफारिशें की  
हैं तथा क्या सरकार इस प्रतिवेदन की  
सिफारिशों को लागू करना चाहेगी क्योंकि  
कर वसूल करना राज्यों का संवैधानिक  
अधिकार है ?