

श्री सुरेशजीत सिंह अहलुवालिया : इसका मतलब यह है कि क्या फरिन रेगुलेशन एक्ट भंग करके भी लोग विदेशों से रुपया लाते हैं ? आप मानते हैं इसे ?

श्री सुबोध कान्त सहाय : अगर इस तरह की कोई जानकारी होगी तो सरकार उस पर कार्यवाही करेगी ।

डा० रत्नाकर पाण्डेय : विश्व हिन्दू परिषद् ने विदेशों से बहुत सा धन जुटाया है ... (व्यवधान) ...

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डा. रत्नाकर पाण्डेय : उसकी कोई जानकारी है या नहीं ? मैं सभापति महोदय के माध्यम से जानना चाहता हूँ और इन्कम टैक्स का एक केस उस पर हुआ था जिसको सरकार के वित्त मंत्री ने कहा था कि मैंने ... (व्यवधान)

श्री सभापति : क्वेश्चन नम्बर 302

डा. रत्नाकर पाण्डेय : अधिकारियों से कहा है कि उसको विद्वत् कर लें, जबकि हम लोगों ने कहा था कि नियम और कानून के अनुसार कर्मचारी काम करेंगे । ... (व्यवधान) ...

श्री सभापति : क्वेश्चन नम्बर 302

डा. रत्नाकर पाण्डेय : उस संदर्भ में क्या कहा है आपको ?

### Road accidents in India

\*302. SHRI VIRENJ. SHAH:  
SHRI ATAL BIHARI  
VAJPAYEE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is India's place in the order of world countries; in respect of road accidents per 1000 power driven vehicles; and what is the average for the 10 countries which have the highest number of road accidents;

(b) what is the outcome of the steps taken so far to bring down the rate of road accidents in India; and

(c) the action - plan in this regard and the target fixed for the current year ?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNI-KRISHNAN): (a) to (c) A statement is laid on the Table of the House.

#### Statement

(a) On the basis of figures in the World Road Statistics, 1987, brought out by International Road Federation, Washington, the rate of road accidents for the 10 countries having the highest number of road accidents per 1000 vehicles, during 1986 which is the latest year for which figures are available is as follows:

#### Statement

8. Countries No.	Accident per '000 vehicles
1 MAURITIUS.....	73. 75
2 HONGKONG .....	
3 KWAIT .....	
4 INDIA.....	
5 TUNISIA .....	
7 CYPRUS .....	
9 YEMEN ARAB REPUBLIC .....	11. 94
10 FEDERAL REPUBLIC OF GERMANY.	9. 96

The above figures place India in the 4th position.

(b) The rate of accidents per 1, 000 motor vehicles has come down from 33. 94 in 1980 to 19. 70 in 1986 and has further decreased to 14. 75 in 1988. The enforcement of various rules and regulations governing road safety rests with the Governments of the States and the Union Territories. The main steps taken by the Central Government in promoting road safety are the following:

1. The Motor Vehicles Act, 1988 and the rules framed thereunder provide for stricter requirements in respect of issuance of driving licences.
2. Formal training in driving in a driving school is made a prerequisite for issuance of licence to drive transport vehicles.
3. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.
4. Maximum speed limits have been prescribed for all vehicles.
5. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.
6. It is prescribed that the road safety devices should be fitted in the vehicles viz. direction indicators with blinker system in two-wheelers, dual brake system for vehicles, special labels on carriages carrying dangerous or hazardous goods.
7. The National Road Safety Council has been set up for formulation of road safety measures, state Governments were requested to set up State level road safety councils.
8. In order to promote road safety consciousness, road safety weeks are organised all over the country.
9. Efforts are made to improve the condition of the roads so as to facilitate flow of traffic.

(c) The action plan is to continue through the Governments of States and Union Territories, the strict enforcement of various rules and regulations regarding road safety, to prescribe, using the existing provisions of the M. V. Act, 1988, safety provisions such as safety belts, auto dippers and to promote heightened consciousness of road safety among all road users including pedestrians. Given the nature of the problem, It is not considered feasible to fix a target for reductions in road accidents.

SHRI VIREN J. SHAH: Sir, may I know, firstly, whether the Government has any road transport policy ? If so, what is it ?

SHRI K. P. UNNIKRISHNAN: Sir, may I submit that the main question is confined to road safety and road accidents and that it cannot be enlarged to include a question on road transport policy ?

SHRI VIREN J. SHAH: It does arise because the road accidents are related particularly, to the road condition apart from various other things. Sir, would you kindly ask the Minister to answer my question whether the Government has any road transport policy ? i If not, are they considering to have such a policy ? If so, when ?

MR. CHAIRMAN: Are you considering some policy ? (*Interruptions*)

SHRI K. R. UNNIKRISHNAN: It has been clarified in this statement. Part (a) of the question is about India's place in the order of world countries in respect of road accidents and part (b) of the question is about the steps taken.

MR. CHAIRMAN: Is there any policy to see that there are not many deaths in road accidents ?

SHRI K. P. UNNIKRISHNAN: I You will see from part (b) of till

answer that steps are being taken. The policy that we have has been clarified. If the hon. Member wants anything more on (a), (b) and (c), I will certainly answer.

SHRI VIREN J. SHAH: I do not think this is any clarification to my supplementary. Anyway, I will have to do with it because the Minister does not seem to be in a position to clarify.

Now, the statement says:

**"Given the nature of the problem, it is not considered feasible to fix a target for reduction in road accidents"**

Sir, India occupies the fourth place in the world in relation to the number of road accidents. We have read about, seen and experienced, the kind of accidents taking place, whether due to the bus drivers, truck driver or, even the Maruti car owners who seem to move anyway they like. Certainly, it is a good thing that the percentage has come down in the last few years. However, the Government has received, I believe, various recommendations from different associations, suggesting refresher programmes and audio-visuals for the drivers, as well as stringent punishment. Today, the way they get licences is very well known. Are Government taking any strict action either through the Centre or the Union Territories and the State Governments to see that licences are issued very strictly and stringent punishments are awarded to serious offenders. Part(b) of my question is this. Are they seeing that refresher courses, including audio-visuals, take place to educate drivers not only in New Delhi but all over India ?

SHRI K. P. UNNIKRISHNAN: Sir, part (b) of the statement has clarified it. As far as road accidents are concerned, the vehicle population has gone up enormously in this couilrv during the last four years.

As per the 1986 statistics of the International World Road Statistics brought out by the International Road Federation, unfortunately, we still rank very high at the fourth place and I entirely agree with the Minister that the \_\_\_\_\_ (Interruptions)  
We are very good friends...  
(Interruptions)

MR. CHAIRMAN: You are making him a Minister so that he may realise the difficulties that Ministers are facing.

SHRI VIREN J. SHAH: I am prepared to answer questions.

SHRI K. P. UNNIKRISHNAN:  
I agree with the hon. Member that the situation is not good. But I would not agree with him that it is alarming. Of course, we have to be very much concerned about it. (Interruptions) Sir, the Motor vehicles Act of 1988 and the rules framed thereunder provide for stricter requirements than earlier in respect of issuance of driving licences. We have asked the State Governments to insist on training in recognised driving schools for issuing permits. We have also regulated the safe laden weight for heavy vehicles and the maximum speed limit under the rules framed. We have requested the State Governments to have stricter checking of vehicles at frequent intervals. As for education and retraining, I agree with him that the situation is not very satisfactory. It has to be done primarily by the State Governments. But now we do have road-safety weeks and we have spent some money on publicity for these things. An National Road-Safety Council has also been set up. I agree with him that there should be a greater road-safety consciousness. We shall, from time to time, advise the State Governments in cooperation with various other organisations in the field to improve road-safety.

SHRI VIREN J. SHAH: Sir, ; here are several national highway projects which are incomplete. Has he got any idea when they are likely to be completed because road conditions have been mentioned as a cause of accidents ? Will the hon. Minister answer that ?

MR. CHAIRMAN: He was not on national road policy, but on national highways.

SHRI K. P. UNNIKRISHNAN: Even that is not about road-safety and it is quite different from policy on national highways.

MR. CHAIRMAN: He says accidents are due to bad conditions of national highways also. That is what he wanted.

SHRI VIREN J. SHAH: I am on national highway construction projects. How long will it take to complete them ?

SHRI VISHVJIT P. SINGH: Point 9, para (b) says that.

SHRI K. P. UNNIKRISHNAN: There are national highways. Some of them are at various stages of construction. In respect of some of them, tenders have been called for. Some of them are linked up with various \_\_\_\_\_ (*Interruptions*).

SHRI VIREN J. SHAH: World Bank loans are not spent in time. ... (*interruptions*) \_\_\_\_\_ for this work.

SHRI K. P. UNNIKRISHNAN: This is an entirely different question. I do not see any relationship between the two. (*Interruptions*). Para 9 says that efforts are made to improve the conditions of roads and facilities. That is a general statement and I do not link it up with the stages of construction of national highways.

श्री अजीत जोगी : मान्यवर, मंत्री जी ने अपने उत्तर में पार्ट "बी" में नौ ऐसे कारण बताये हैं और नौ ऐसे आधार बताये हैं जिन पर कार्यवाही करके दुर्घटनाओं की दर कम किये जाने का प्रावधान है। मैं आपके माध्यम से मंत्री महोदय से यह जानना चाहूंगा कि उनके अलावा दो और कारण हैं, एक तो ड्राइवरों द्वारा वाहन चलाते समय मद्यपान करना और ट्रक ड्राइवरों द्वारा अफीम का सेवन करना। ये ऐसी प्रवृत्तियाँ हैं जिनके कारण रोड एक्सीडेंट बहुत ज्यादा होते हैं। इन नौ बिन्दुओं में इनको रोकने का कोई उल्लेख नहीं है। इसलिये मैं जानना चाहूंगा कि ड्राइवर मद्यपान न करें और ट्रक ड्राइवर अफीम न लें, इसको रोकने के लिये आप क्या कार्यवाही करेंगे और साथ ही मैं यह भी जानना चाहूंगा कि इंडियन पीनल कोड धारा 304 (अ) में एक्सीडेंट के कारण अगर मृत्यु भी हो जाय तो जो दंड का प्रावधान है वह बहुत कम है और इसलिये भी लोग एक्सीडेंट करने में हिचकते नहीं हैं, इसलिये क्या इस प्रावधान को बदला जायेगा ? इन दोनों बिन्दुओं पर कृपया उत्तर दें।

SHRI K. P. UNNIKRISHNAN: Sir, driving in a drunken state or under intoxication is an offence. As I have submitted before you, we have been requesting the State Governments to check on this as well very rigorously. We shall again urge upon the State Governments to take action against this. And this includes also intoxication from alcohol or drugs.

SHRI AJIT P. K. JOGI: What about amending Section 304A?

MR. CHAIRMAN: Will you think of getting an amendment to Section 304A being done by the Government? The matter is very Simple. You can raise the issue with the concerned Ministry.

SHRI K. P. UNNIKRISHNAN: We shall take up this question with the Home Ministry.

KUMARI CHANDRIKA PRE-MJIKENIA: Sir, accidents which occur on the National Highways block the traffic for hours together simply because the road traffic personnel do not arrive on the scene for a long time. As there is lack of traffic personnel and police chowkies are not created on the National Highways, will the hon. Minister consider the proposal to have more police chowkies on such highways?

SHRI K. P. UNNIKRIISHNAN: Sir, this is again a matter strictly relating to the State Governments. We have, as a matter of fact, requested them on a number of occasions to have a strict police watch at critical points.

SHRI VISHVJIT P. SINGH: Sir, the truck driver is a much maligned person. I heard my friend, Mr. Jogi, accusing the truck drivers of drinking, of taking opium and getting involved in all sorts of things. The fact is \_\_\_\_\_

MR. CHAIRMAN: That they don't do it?

SHRI VISHVJIT P. SINGH: No, Sir. I will tell you, just like every other section of the society has got people who are involved in bad things, so also the truck drivers, so also everybody else has \_\_\_\_\_ (*Interruptions*) Sir, may I share with you the fact—Mr. Morarka, if you please hear me—that at one point of time, for nearly one year, I drove a truck. I know what the conditions are. I have been a truck driver myself \_\_\_\_\_. You laugh at me, if you like. That is what you people do—laugh at the poor of this country \_\_\_\_\_. I am not poor now; I was then.

SHRIMATI RENUKA CHOWDHURY: I have driven a tractor, I tilled land. Do you know that?

SHRI VISHVJIT P. SINGH: That is enough. Let me tell you, Sir.... I am just coming to my

supplementary \_\_\_\_\_. Let me tell you, Sir, the main cause is sleeplessness, the drivers are forced by the owners of the trucks to drive for hours together without any sleep. They are forced to do it. They are also told that they will be paid very high wages. I would like to know from the hon. Minister what proposals he is giving to the Labour Ministry to make sure that this exploitation of the truck drivers does not take place. It will also result in a drastic reduction in the rate of accidents. Let me inform the Minister that it has been found by studies conducted by various countries in the world that the first largest cause of accidents is drunkenness and the second largest cause of accidents is sleeplessness. I would like to know from the Minister what he plans to do about this and what recommendation he is going to make to the Labour Minister.

MR. CHAIRMAN: What are you going to do to see that the truck drivers are not exploited

SHRI N. K. P. SALVE: Drunkenness first.

SHRI K. P. UNNIKRIISHNAN: Sir, the Motor Vehicles Act of 1988 is under review and inter-Ministerial discussions will also take place. The conditions of truck drivers and the personnel working and manning vehicles, that too heavy duty vehicles, are also under review. I entirely agree with him that there are a lot of problems concerned with this and I shall be benefited by the honourable Member's advice as well.

SHRIMATI RENUKA CHOWDHURY: Sir, I agree with my colleague that drunkenness is a hazardous problem..... (*Interruptions*)... I am sure, drawing from his own experience he can throw light on the matter, how much he drank while driving a truck and so on!

Sir, I would leave a thought with the Minister, through you, that

if the Surface Transport Ministry would coordinate with the Roads and Bridges people, then we would know what is happening. For example, take the highway connecting Delhi and Kamal and Kamal and Kasauli. I do that route almost once a week driving, not a truck but a car, and the amount of heavy vehicular accidents on that road is something to be seen to be believed. This is only one part of the country I am talking about. Most of the time I notice that rear lights and reflectors at the back of the trucks are not on—because this is how they gear themselves for hit-and-run accidents because then nobody can note the number at the back. And this is true of cycles also. Today you will see that no cycle has a rear reflector; you can spot men on the roadside running these cycles. If the roads and bridges people are not going to be hand in glove with the Surface Transport Ministry, they will not be able to project the amount of vehicular traffic that they are going to have on the highways of this country and very soon we are going to have massive traffic jams. I want to ask the Minister whether already there is coordination between these two organizations and, if not, whether he would consider having such coordination. Would they also consider bringing about stringent measures, would they empower the local police *chowkis*, which are already established, also to fine drivers if they are going in trucks which have no reflectors, which have no rear-view lights and which carry equipment projecting out of the trucks and carrying no danger signals and which endanger the public? These are the factors which I want to know and also whether with the existing infrastructure they would take more stringent measures.

SHRI K. P. UNNIKRIISHNAN: Sir, even as per the extant rules, the traffic police is fully empowered all along the highways to check and also to bring them to book. Here

I entirely agree with the honourable Member that a lot remains to be done in this matter. If I may add, which would cover the earlier supplementary also, we are also providing for rest and recreation of drivers of heavy duty vehicles at various points and we are improving the wayside amenities all along the national highways. We have many specific projects in this regard.

SHRI G. SWAMINATHAN:

Sir, the average given for India, that is, 9-70 per 1,000 vehicles, is a general average. There are some States which are very high and there are some States which are very low, and it differs from State to State. First of all I want to know whether the Minister has got a list of the States wherein the percentage has been worked out, the general average. Then, Sir, only those States which have got high average rates have been taken up by the Government of India to lower the rate so that the average may come down. That is one point I want to know. Another point is, the general administration of the Act is done by the States. There is a lot of corruption among the officers and in certain places the drivers do not even go to take a licence. They send the money through some brokers and the licence is being issued. Because the Act is being administered by the States, how is the Government thinking of administering it through the States more effectively? Will they have any kind of supervision over this or do they already have it?

SHRI K. P. UNNIKRIISHNAN:

Sir, this Act, though it is a Central Act, has to be administered as per the existing constitutional provisions through the States, and we have been urging upon them. We have conferences of the transport officials, the State Transport Ministers at periodical intervals to review the situation.

As far as the statistics are concerned, these statistics are both national as well as international, and we have statistics which are supplied by the State Governments. As early as the 15th of March we have replied to a question in this very House about the number of accidents in each of the States for the last three years, the number of persons killed and the number of persons injured. We have to depend upon the State Governments for this.

SHRI G. SWAMINATHAN:  
Which State has the highest number of accidents and which has the lowest?

SHRI K. P. UNNIKRISHNAN:  
Well, the highest accidents have taken place in Maharashtra, 31, 696, followed by Tamil Nadu, 28, 581.

SHRI G. SWAMINATHAN:  
What is the percentage?

SHRI K. P. UNNIKRISHNAN: I am talking about the number of accidents, the number of persons killed and the number of persons injured. {Interruptions} This let us not mix up.

SHRI G. SWAMINATHAN:  
The all India average you have given. For Maharashtra and Tamil Nadu you can give.

SHRI K. P. UNNIKRISHNAN: This is the figure provided, as I have said, by the International Road Federation, Washington.

MR. CHAIRMAN: Have you got the percentage for the States?

SHRI K. P. UNNIKRISHNAN: Yes. I shall lay them on the Table of the house.

SHRI G. SWAMINATHAN: You have derived the all-India percentage. You should have the percentages for the States also.

SHRI K. P. UNNIKRISHNAN: I shall lay them on the Table of the House.

### J & K Terrorists in the Capital

\*303. SHRI KRISHAN LAL SHARMA:  
Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware that a large number of terrorists who were hitherto operating in Jammu and Kashmir, have shifted to Delhi for their activities;

(b) whether Government are also aware that these terrorists have taken shelter in various guest houses in the city;

(c) whether Government are also aware that most of these guest houses are unlicensed and are owned by people of dubious background; and

(d) if so, what steps Government propose to take in this regard?

THE MINISTER OF HOME AFFAIRS  
(SHRI MUFTI MOHAMMAD SAYEED):  
(a) No, Sir. There are, however, reports that some terrorists operating in Jammu and Kashmir have been visiting Delhi.

(b) Delhi police have reported that no such instance has come to their notice

(c) and (d) Some of the guest houses in Delhi are unlicensed. Necessary action under the law is taken where warranted. Frequent checks are also made by the Delhi Police for detecting undesirable elements.

[उपसभाध्यक्ष (डा बापू कालदास)  
पीठासीन हुए]

श्री कृष्ण लाल शर्मा : उपसभाध्यक्ष महोदय, मैं आपके माध्यम से मंत्री महोदय से पूछना चाहता हूँ कि उन्होंने यह स्वीकार किया है कि जम्मू और