

field so that the books are made available. As regards quick change of books, some new books were prescribed last year and some have come up this year. We have no intention of changing the books quickly and they will not be changed at least for the next three years. That I can guarantee.

Road Safety Week observed by D.T.C.

102. SHRI M. A. BABY: | SHRI
DIPEN GHOSH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the achievement of the Road Safety Week observed recently by the D.T.C. and

(b) to what extent it has improved work-curtain of D.T.C. including the privatised portion?

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND THE DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): (a) and (b) A statement is laid on the Table of the House.

Statement

National Road Safety Council in its first meeting held in July 1987, took a decision to observe 'Road Safety Week' every year simultaneously throughout the country, to create public awareness about road safety measures.

Based on recommendations of Standing Committee on DTC, it was decided to observe 6—12 June, 1988 as Road Safety Week' throughout the country for the year 1988. It was intended to create consciousness in the public about compliance of traffic rules. development of traffic sense by involving Your Government, Non-Government Voluntary Agencies Student Organisations

The question was actually asked on the Floor of the House by Shri M. A. Baby.

etc. in this momentous task. DTC along-with STUs also participated in the observance of this Week and carried out the following tasks:—

(i) Special banners were displayed on various important bus-Terminals, bus-stops and at the entry gates of all the DTC depots.

Special stickers showing the monograms of road safety were displayed on all the buses/auxiliary vehicles of DTC.

(iii) About volunteers were deputed at bus-stops including traffic supervisory staff to guide the travelling public.

(iv) Films of accidents and slides emphasising road safety works were arranged for the DTC drivers in the Depots.

(v) Special refresher courses on safe driving and traffic rules were conducted for trainees and drivers in the DTC Training School.

The observance of 'Road Safety Week' is a continuing educative process for creating safety awareness and consciousness to road users whose effect cannot be quantified, especially in a short period.

SHRI M. A. BABY: Sir, after going through the statement made by the Minister, I may say that the criticism we were making just now regarding the incompetence of that side may be modified. I may say that they are very much competent; they are not incompetent. They are competent in giving evasive replies. It is very much evident from the statement that has been made here. The question is very clear. What are the achievements of the Road Safety Week that has been observed to inculcate the idea of road safety measures among drivers, the DTC crew and the public at large? In the last part of the reply has been stated:

"The observance of 'Road Safety Week' is a continuing educative process for creating safety awareness and consciousness to road users whose effect.

cannot be quantified, especially in a short period."

There is a discrepancy even in the formulation. "Especially in a short period" means, in a long period it can be quantified. Firstly it is stated, "It cannot be quantified." Then it is stated that for a short period it cannot be quantified. So a discrepancy is there in that very single sentence itself. If the Ministry comes out with the statistics as to how many accidents had taken in the months of May, June and July, we can have some idea as to how far this observance has helped to inculcate idea of road safety measures. This is not a supplementary. Sir, I am seeking your protection to ask the Minister to come out with the statistics at least for these three months so that we can have some idea whether some improvement has been registered or not.

SHRI P. NAMGYAL: Sir, as already stated in the main reply, it is very difficult to quantify the result of the safety week which has been observed between the 6th and the 12th of June. It is a long educative process. It will take time. It is a continuing process. But so far as accidents are concerned, it is difficult to collect information regarding accidents throughout the country in a short time. But, so far as the DTC is concerned, I can give some statistics as desired by the hon. Member.

SHRI M. A. BABY: The question refers to Delhi. Why does he speak about collecting information from all over the country?

SHRI P. NAMGYAL: I am speaking about Delhi also. About road accidents, in the case of DTC, in 1987 there were 3,388 minor accidents and 179 major accidents, of this 182 were fatal. The total is 3,749. From January to June, 1988 in the case of DTC there were 61 major accidents, and 94 were fatal. The total is 1,710.

About private operators, from January to March there were two major accidents and 33 were fatal. The total was 316.

SHRI M. A. BABY: In order to deal with the DTC employees' agitation some

time ago, in the usual manner, in the usual oppressive manner large scale Privatisation was allowed during that agitation. This has been continuing afterwards. Does the Government know that this kind of privatisation has led to appointment of incompetent drivers in the DTC as in the case of many Ministers, and that due to that reckless driving is taking place? Those who do not know the routes, drive. Due to this privatisation and allowing incompetent people to handle DTC buses, many accidents have been taking place. On June 7 in the "INDIAN EXPRESS" a report has appeared in relation to this, and according to the report even some officials of Delhi, some police officers and some traffic officials have admitted that the large scale privatisation is also creating a situation where traffic accidents escalate. Has the Government taken note of this fact? If so, what are the steps being taken to take stringent measures to prevent the situation.

SHRI P. NAMGYAL: Sir, accidents do occur not only because of incompetence of drivers but there are many other factors such as human failure, bad roads, mechanical defects in the vehicles and increasing number of vehicle population consisting of mixed motor vehicles, particularly in the capital. The measures that we have taken to reduce the accidents are: creation of National Road Safety Council at the national level; State level Road Safety Councils and Road Safety Committees at the district level for formulating, implementing and monitoring safety measures. Observance of road safety weeks. These are observed all over the country every year. Setting up drivers training schools in all the States and Union Territories and creation of wayside amenities. Setting up Transport Nagar at the outskirts of the city. Introduction of the Motor Vehicles Bill, 1988. That has been introduced in the Lower House very recently. Stricter provisions for driver licensing, vehicle fitness certificates and deterrent punishment for traffic violations. These are the measures that we have taken.

SHRI M. A. BABY: Sir.

MR. CHAIRMAN: No. You have already asked two supplementaries

SHRI M. A. BABY: This is my second supplementary. The first one I was asking... This is a very important issue to be asked

MR. CHAIRMAN: No, you have had two supplementaries.

SHRI M. A. BABY: With your permission, Sir.

MR. CHAIRMAN: No, I can't. Shri Dipen Ghosh,

SHRI DIPEN GHOSH: I agree with the Minister that the achievements cannot be quantified particularly during the Congress (I) rule. Since there is no achievement how can the achievements be quantified? But at least it can be quantified the other way round. The failures can be quantified in terms of the deaths which occurred on the road due to bed diving or reckless driving or reckless travelling also whether by bus or on foot. But, Sir, the hon. Minister has given certain figures. The figures themselves suggest that there is failure on the part of the administration to ensure road safety in Delhi. I would like to know whether it is caused due to DTC buses or due to private buses. May I know from the Minister in respect of the fatal cases, the figures about which he has given just now, what steps have been taken by the authorities to fix the responsibility on the offending drivers or other officials or other persons for causing death to innocent people.

SHRI P. NAMGYAL: These are the steps that we have taken. We have issued strict instructions to the supervisory staff to check the erring drivers from driving vehicles fast and from overloading the vehicles. We have also been giving training to drivers and conductors in this regard. As a supplementary measure we are discouraging the private operators from resorting to long working hours; with one driver only and directing them to keep two drivers. Police verification of these drivers and the ban on the use of music

in the buses, separate cabin for drivers are the additional measures that we have taken.

MR. CHAIRMAN: The hon. Member wants to know how you will be fixing responsibility in respect of the fatal accidents.

SHRI P. NAMGYAL: In case of erring drivers, if their driving results in a fatal accident, they are dismissed from the service.

SHRI DIPEN GHOSH: Sir, it is on the book that the erring driver is dismissed immediately. But my question was in respect of the cases of death which he had given out. So, what actions have been taken? May I know whether all the drivers have been sacked? Is it so? Shall I conclude like that? It is not like that. What exactly were the steps taken or what was the result of those steps taken?

MR. CHAIRMAN: You have to give another question. He cannot say about 101 things.

SHRI DIPEN GHOSH: That is why I am not going to indulge in the same thing as Mr. Malaviya has said whether competency or incompetency. My point is that the Minister should come prepared. I pity his senior Minister because he is indulging in horse-trading in Nagaland. He is taking the Parliament for a ride. . . . (Interruptions) ...

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI M. M. JACOB): That has no relevance.

MR. CHAIRMAN: Now, Mr. Sukul.

SHRI P. N. SUKUL: Honourable Chairman, Sir, the Minister has furnished statistics about road accidents in Delhi for the year 1987-88 and for the period January to June, 1988. Sir, from these statistics one cannot make out what was the real impact of the observance of the Road Safety Week. So in order to know the immediate impact of the Road Safety Week on public, may I know from the Minister the details of the accidents that

took place in one month preceding the Road Safety Week and in one month following the Road Safety Week?

SHRI P. NAMGYAL: So far as the immediate impact is concerned it is very difficult to analyse. We found that the accidents particularly in DTC buses in Delhi, the week beginning 13—19 June as compared to 6—12 June the Road Safety Week which we have observed, the immediate impact was that accidents have come down slightly. The statistics are that between 6—12 June there were 67 minor accidents and between 13—19 June there were 52. The figure, has come down from 67 to 52. The major accidents in case of 'both the weeks, were one each and fatal in case of 6—12 June was five. But it has come down to 3 between 13—19 June.

Regarding injured persons the statistics between 6—12 June was 32 and between 13—19 June it has again come down to 19 and the fatality was six and 3 between 6—12 June and 13—19 June respectively. There is a reduction in the rate of accidents as well as the 'fatal ac-nts, Sir.

ठाकुर जगतपाल सिंह : आदरणीय, सभापति महोदय, मैं आदरणीय मिनिस्टर साहब से यह जानना चाहता हूँ कि जो दुर्घटनाएँ हुई हैं उसमें कितनी ड्राइवर्स की इनएफिशियंसी के कारण हुई हैं और कितनी दूसरे कारणों से हुई हैं ? दूसरे यह कि ड्राइवर्स की नियमितता करते वक्त उनका कितना अनुभव रहा है यह भी पूछा जाता है या नहीं ? क्या ऐसी कोई पद्धति है ?

श्री पी० नामग्याल : जहाँ तक यह सवाल है कि ड्राइवर की गलती से एक्सीडेंट्स हुए हैं आमतौर पर ऐसा नहीं है कि सारे एक्सीडेंट्स ड्राइवर्स की गलती से हुए हों ...

ठाकुर जगतपाल सिंह : मैं यह जानना चाहता हूँ कि क्या आपने सर्वे कराया है कि ड्राइवर की इनएफिशियंसी

की वजह से कितने एक्सीडेंट्स हुए हैं और दूसरे कारणों से कितने हुए हैं ?

श्री पी० नामग्याल : मेरे पास इस समय इस बारे में स्टैटिस्टिक्स नहीं हैं ।

श्री सभापति : आप नोटिस दे दीजिए यह बता देंगे ।

श्री पी० नामग्याल : जैसा मैंने पहले बताया कि इसमें कई फेक्टर्स इन्वाल्व हैं—रोड का, मैकेनिकल का...

ठाकुर जगतपाल सिंह : अपाएंटमेंट करते वक्त एक्सपीरियंस भी देखते हैं या केवल लाइसेंस देखकर ही अपाएंटमेंट कर देते हैं ?

श्री पी० नामग्याल : लाइसेंस देने से पहले उनका टेस्ट लेते हैं और इनको टेस्ट करके ही एपान्ट करते हैं । इसमें उनकी सर्विस, एक्सपीरियंस आदि सब कुछ देखा जाता है ।

श्री सत्य प्रकाश मालवीय : सभापति जी, मैं यह कहना चाहता हूँ कि कभी कभी दुर्घटनाएँ सड़कों पर जो गति अवरोधक लगे होते हैं उनके कारण भी हो जाते हैं । दिल्ली में बहुत से स्पीड ब्रेकर, गति अवरोधक, बने हुए हैं जिनको या तो नगर निगम ने बनाया है या नई दिल्ली नगर पालिका ने बनाया है । ये किसी स्थान पर भी बनाए जायें, इनके कुछ नियम हैं, जैसे वहाँ जमीन ऊबड़-खाबड़ न हो, उन पर सफेद लाइन लगी हो ताकि ड्राइवर उनको ठीक से देख सकें । इसलिए मैं यह जानना चाहता हूँ कि यह जो सड़क सुरक्षा सप्ताह मनाया गया है, क्या उसमें इस कार्यक्रम को भी शामिल किया गया है ? अगर इसको इसमें नहीं रखा गया है तो क्या मंत्री महोदय और उनका विभाग इस स्पीड ब्रेकर के कार्यक्रम को भी जिनको लोग कभी-कभी ह्यूमन लाइफ ब्रेकर भी कहते हैं, सुरक्षा सप्ताह कार्यक्रम में रखेंगे ? क्या वे इस बात की जानकारी देंगे कि दिल्ली में कितने ऐसे स्पीड ब्रेकर्स हैं जो नियमों के अनुसार नहीं बने हैं ?

श्री नामग्याल : स्पीड ब्रेकर के बारे में ओफ हण्ड तो कुछ नहीं कह सकता, लेकिन अगर मेम्बर इस बारे में फीयर चाहें तो बाद में दे सकता हूँ ।

श्री सत्य प्रकाश भालबोय : क्या आप स्पीड ब्रेकर को भी सुरक्षा सप्ताह मनाने में इक्लूड करेंगे ?

श्री पी० नामग्याल : जरूर करेंगे और अगर कहीं पर खराबी होगी तो उसको ठीक भी करेंगे ?

Decline in security standards at (be India Gandhi international Airport

*103. SHRI DIPEN GHOSH:+

SHRIMATI RENUKA
CHOUDHURY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state

(ft) whether Government's attention has been drawn to the press report which appeared in the Hindustan Times of the 18th May, 1988, to the effect that security arrangements at the Indira Gandhi international Airport are showing steady decline and if so, what are the reasons therefor;

(b) whether there have been increasing threats from a number of terrorists organizations; and

(c) if so, whether Government propose to make tight security arrangements to avoid mishaps and if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) (a) This news has come to the notice of Government. It is incorrect to say that there has been decline in the security standards at Indira Gandhi International Airport, Delhi.

The question was actually asked on the Floor of the House by Shri Dipen Ghosh.

(b) No Sir.

(c) Government constantly monitors security arrangements with a view to improving them.

SHRI DIPEN GHOSH : Sir, the Minister admits that the news item has come to the notice of the Government, but, at the same time, he refuses to admit that there has been decline in the security arrangements at the Indira Gandhi International Airport in Delhi. Sir, in the news item, two specific cases were pointed out where a serious type of security had occurred. One has that passenger was issued with two boarding cards by a particular airline and another passenger was allowed to board with an additional boarding card, specially made seat and this is also an international airline. So, I could not follow the reply given by the Ministry that though the news item has come to the notice of the Government, there has been no decline in the security standards. How did they come to the conclusion that there was no decline in the security arrangements where such type of serious lapses could occur? I am drawing his attention to the two specific cases. I can read from the news item but I do not think, it is necessary. So, in respect of these two specific cases what steps the Government have taken to fix up the responsibility.

SHRI SHIVRAJ PATIL : Sir, one of the cases to which a reference has been made arose out of a passenger having lost his boarding card and having received the boarding card and boarding the plane. The dummy checks are done. Every now and then, dummy checks are done and this extra boarding card which was available to the policeman, which was found, was used for dummy, checking and when the passenger went on board with the extra boarding card, it was checked and it was detected that person who was not authorised to board the aircraft was on board and so he was taken out. It was a dummy check. This is not a lapse. On the contrary, this is something which has helped to find out whether such things can happen and if such things happen, what is to be done.