

National Rural Employment programme in Orissa

2954. SHRI JAGDISH JANI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether National Rural Employment Programme is under implementation in each district of Orissa;

(b) if not, the names of the districts where such programme is not under implementation;

(c) since when such programme has been introduced in Phulbani district of the State;

(d) what developmental works have taken place under this programme during last 3 years in that district; and

(e) what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRIES OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BALESHWAR RAM): (a) to (c) The National Rural Employment Programme is under implementation in all the districts of Orissa including Phulbani from its inception.

(d) and (e) The information is being collected and will be laid on the Table of the House.

Integrated Rural Development Programme in Orissa

2955. SHRI JAGDISH JANI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the amount earmarked towards integrated Rural Development Programme in 1981-82 and 1982-83 for Orissa;

(b) the names of the districts of Orissa where such programme has been implemented;

(c) the total number of beneficiaries of IRD Programme in different blocks of Phulbani district in last three years; and

(d) the details about the other works undertaken during that period in that district of Orissa under the above programme?

THE MINISTER OF STATE IN THE MINISTRIES OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BALESHWAR RAM): (a) The allocations for 1981-82 and 1982-83 for Orissa under Integrated Rural Development Programme are as follows:

<i>Allocation (Ps. lakhs)</i>	
1981-82	"1B82
1982-83	2512

(b) All the districts in Orissa are covered under Integrated Rural Development Programme.

(c) The total number of beneficiaries assisted in 1980-81 and 1981-82 are 1117 and 6811 respectively. Information for 1979-80 will be collected and furnished separately.

(d) Under IRDP any project in primary; secondary or tertiary sector which is economically viable and bankable and which can lead to the improvement of the income status of the beneficiary can be taken up.

DTC Bus Service to and from Nanak-piura, New Delhi and ISBT

2956. SHRIMATI MONIKA DAS: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply to Unstarred Question 1855 given in the Rajya Sabha on the 30th July, 1982 and state:

(a) the time taken by M.30 mini bus to reach ISBT from Nanakpura, New Delhi;

(b) the actual number of times each day when the M-30 left Nanakpura for ISBT, during the last one month;

(c) whether Government are aware that it is impossible to board and alight from a Mudfika when a person is accompanied by women, children and luggage;

(d) whether DTC Route No. 602, does not touch Nanakpura at all and

the nearest stand is half a Kilo Metre from Nanakpura; and

(e) if so, what steps Government propose to take to increase the frequency on this route?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT SHRI SITARAM KESRI: (a) Schedule running time is 63 minutes to cover the distance between the starting and terminal point.

(b) In July 1982; for 2 buses, 310 single trips were scheduled from Shanti Niketan to ISBT. Out of 310 scheduled trips, 266 trips were run on time and 44 trips were missed due to break-down of buses.

(c) Number of Mudrika Seva buses start from all the nodal points and the combined frequency on Mudrika Seva comes to about 2 minutes. The Mudrika Seva which originates from Dhaura Kuan generally has sufficient accommodation to pick up the passengers from the bus stops. The DTC drivers have standing instructions not to move till all the passengers board or alight.

(d) and (e) Route No. 602 starts from Priya Cinema which is walking distance from Nanakpura. Since additional Mini buses are not available, it is not possible to increase the frequency but in order to meet traffic requirements, Nanakpura is well served to ISBT by Mudrika Seva from Ring Road.

Road Accidents on Delhi

2957. SHRI B. C. PATTANAYAK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of the increasing number of DTC Bus, Trucks and other vehicles being involved in accidents in Delhi and New Delhi;

(b) if so, the number of accidents which have taken place during the last six months, month-wise; and

(c) the steps taken or proposed to be taken by Government to check road accidents?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT SHRI SITARAM KESRI: (a) and (b) Details of accidents are as in the Annexure. [See Appendix CXXIII, Annexure No. 122].

(c) The steps being taken to check the road accidents by Delhi Administration include detailing of traffic staff at important regulation points, ensuring their vigilance during non-peak hours, which is an accident prone period, analysing the trends of road accidents, the radar checking and planning prevention strategies.

Maximum speed limited for various types of vehicles has been specified at different places keeping in view the volume of traffic. Road Safety Education is imparted to the school going children and other road users by way of lectures and screening of films.

In order to bring road sense in drivers, spot prosecutions are being made and cash security is charged from the violators. This deterrent action has a direct bearing on accidents caused by rashness and negligence.

In order to keep the roads clear and make more space available for the movement of smooth traffic, special attention is being given to remove the encroachments from road sides and footpaths. Cranes are being deployed to remove the improperly and obstructively parked vehicles.

Intensive drives have been made to check driving without licences. Over 31,516 drivers were prosecuted upto 31-5.82 for not having/carrying driving licence with them as against 3,353 only in the corresponding period of last year (1981).