

less than 75 per cent of cotton by weight:

Provided that the manufacturer shall stamp the name of the variety by which the cloth is commonly known before the words "Blended Fabric".

A news item has appeared in the Patriot dated 12th June, 1978 that there has been a sudden spurt in cheating in blended fabrics by way of displaying higher percentage of polyester content in the final varieties of cloth than the actual content of such fibre in the cloth.

However, in April 1978, office of the Textile Commissioner on its own had undertaken intensive check to find out whether stamping is done by manufacturing mills according to the actual blends used. The Inspectorate staff from all the Regional Offices of the Textile Commissioner's organisation had been deployed for this purpose. Samples were drawn and sent to laboratories for testing. From the reports so far available it has been found that only in four cases has the variation of percentage been higher. Action under law is being taken against these defaulting parties by Textile Commissioner. As would be evident, the incidence of cheating has been rather limited and not wide spread.

Textile Commissioner's office is equipped under law to take action against such incidents and carry out inspection through its regional offices.

Premature retirement in HAL, BEL and BEML

*557. SHRI L. R. NAIK:

SHRI IBRAHIM KALANIYA:
SHRI H. R. BASAVARAJ: SHRI
YOGENDRA MAKWANA: SHRI
KRISHNA NAND JOSHI:

Will the Minister of DEFENCE be pleased to state:

(a) what is the number of employees

RS—3.

who were prematurely retired or whose services were terminated without conducting departmental enquiries or who were forced to resign in HAL BEL and BEML during the year 1975-76;

(b) what is the number of employees among them who have since been reinstated;

(c) whether any review was undertaken and opportunities given to the victimised employees for being heard in these cases; and

(d) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH): (a) Fifty-three.

(b) Nine.

(c) and (d) A review was undertaken in all the above mentioned cases by the competent authority. However, it was found that apart from the nine employees who have been reinstated, there was no other case of victimisation. It was, therefore, not considered necessary for giving a personal hearing in these cases.

Minimum price for jute

*558. SHRIMATI KANAK MUKHERJEE: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have taken any decision to ensure a minimum price of Rs 447.64 per quintal to the jute growers for their bottom grade raw jute;

(b) if so, what are the details in this regard; and

(c) by when the decision is likely to be implemented?

Previously Starred Question 379, transferred from the 2nd August, 1978.

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) to (c) The statutory minimum prices of different grades of raw jute for 1978-79 season were announced on 19th June, 1978 on the basis of a minimum price of Rs. 150 per quintal of W-5 grade. "While arriving at this decision, the suggestion of the Committee on Public Undertakings to fix the minimum price at Rs. 447.64 per quintal was considered, but was not found acceptable.

Seminar on Road Safety organized by the Delhi Traffic police

*559. SHRI PIARE LALL KUREEL *URF* PIARE LALL TALIB:

SHRI KHURSHED ALAM KHAN:

SHRI IBRAHIM KALANIYA:

SHRI JAGDISH JOSHI;

SHRI BUDDHA PRIYA MAURYA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that a seminar on road safety was recently organized by the Delhi Traffic Police;

(b) what are the major recommendations of the seminar and whether the causes and contributory factors leading to accidents on the road have been identified; and

(c) if so, what follow-up action is being taken for this?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): (a) Yes, Sir.

(b) A statement is laid on the Table of the House.

(c) Copies of the recommendations have been sent to all authorities concerned. These will be kept in view while implementing the Road Safety measures.

Statement

Causes of road accidents;

According to the recommendations of the seminar the primary cause of accidents is the human error which may be due to carelessness, fatigue, drunkenness, callous attitude and disregard towards traffic rules. Among the other important causes are the increase in the number of motor vehicles and slow moving vehicles, heterogeneous modes of transport and the defective vehicles. Scooter accidents also occur because of skidding/slipping.

Major recommendations:

1. A thorough review of the Motor Vehicle Act and Rules framed thereunder should be undertaken to bring it in conformity with the present day needs.

2. A proper system of driver licensing is a very significant element in the safety efforts.

3. There is need for periodical motor vehicle inspections for road worthiness.

4. The maintenance of traffic signals should be entrusted to one unified organisation.

5. Use of crash helmets should be legally prescribed for the pillion rider.

6. The railway system must be developed to relieve the roads of the congestion.

7. Presence of policemen had acted as a deterrent to violators of traffic rules. Their presence at more places is therefore desired.

8. The traffic police should be empowered to prosecute and collect fines on the spot.

9. There should be adequate number of separate traffic courts for dealing with traffic cases.

10. While designing road improvement schemes full consideration