

**Shri A. M. Thomas:** As has been stated by my colleague, the price is the London daily price. Of course, we have an advantage in exporting to Japan because Japan is nearer to our shores. So, we will save at least a minimum of 12 sh. 6d. in freight.

**श्री काशीराम गुप्त :** उत्तर प्रदेश के अतिरिक्त और क्षेत्रों से भी रा शूगर क्या भजी जायगी और देश में खपत के बाद कितनी रा शूगर बची रहती है जो जापान को भजी जा सकती है या दूसरे देशों को भी भजी जा सकती है ?

**Shri Shinde:** Factories from all over India have offered themselves to manufacture raw sugar. Of course, some factories from U.P. are also manufacturing raw sugar.

**श्री बड़े :** क्या शासन का इस तरफ ध्यान है कि रा शूगर एक्सपोर्ट करने से इस वक्त गुड़ पर उस का असर पड़ेगा ? गुड़ पर जो कंट्रोल शासन करने जा रहा है, तो क्या शासन ने इस पर भी विचार किया है कि गुड़ के भावों पर इस का क्या असर पड़ेगा ?

**Shri A. M. Thomas:** The price of *gur* will not be affected by the export of raw sugar. It has no direct connection with the price of raw sugar.

**Shri S. M. Banerjee:** May I know the total sugar which has been exported, or is likely to be exported to Japan and to what extent subsidy has been given by the sender through the Indian Sugar Mills Association?

**Shri A. M. Thomas:** This year we have exported to Japan 93,400 tons of sugar and the average realisation from Japan works out to Rs. 700. The cost of production is also round about Rs. 700. So, no element of subsidy may be involved in the export.

**Shrimati Benu Chakravartty:** Why "may be involved"? What was involved?

**Shri A. M. Thomas:** It is not easy to state what the exact amount would be. The cost of production would be round about Rs. 700. The average realisation is also round about Rs. 700. It may perhaps be a few rupees this side or that side.

#### Road Accidents in Delhi

+

\*582. { **Shri Vasudevan Nair:**  
**Shri Warrior:**  
**Shri M. N. Swamy:**  
**Shri Raghunath Singh:**  
**Shri Kachhavaia:**  
**Shri Bade:**  
**Shri Prakash Vir Shastri:**

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that road accidents in Delhi are on the increase; and

(b) if so, the steps taken by Government to prevent such accidents?

**The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur):** (a) and (b). A statement giving the information required is laid on the table of the Sabha.

#### STATEMENT

(a) Yes.

(b) The following steps have been taken by the Delhi Administration in this connection:—

- (i) Strict enforcement of traffic rules and regulations, specially those relating to over-speeding, has been undertaken.
- (ii) Selective enforcement has been started from January, 1963. Under this arrangement, some places are selected, where special checking is made of the offences committed by drivers of public service vehicles.
- (iii) Cautionary signals are erected and markings done on the road at dangerous inter-sections.

- (iv) Construction of over-bridges on level crossings and widening some of the inter-sections to ease traffic congestion are under consideration.
- (v) Drivers of heavy (transport) vehicles are instructed in traffic rules.
- (vi) Safety weeks have been organised to inculcate better road sense in the general public. Pamphlets have been prepared and distributed to educate road users.
- (vii) Cinema slides about road safety are being shown in a number of cinema houses in Delhi.
- (viii) From the beginning of this year, one Sub-Inspector has been detailed to educate school children. Films on traffic problems were also screened in some schools.

**Shri Vasudevan Nair:** From the statement I find that the Government are taking so many steps to check the increase in road accidents. May I know what is the trend now, whether it is even now on the increase or it is on the decrease as a result of these various steps taken by the Government?

**Shri Raj Bahadur:** I think, it is too early to say that any visible difference is there, but I think certain figures would indicate the trend. From 1st January, 1962 to 31st July, 1962 the total number of accidents was 4,091 and from 1st January, 1963 to 31st July, 1963, it is more, that is, 4,217.

**Shri Vasudevan Nair:** May I know whether any practical steps are being taken by the Government to widen some of the narrow streets specially in parts of old Delhi?

**Shri Raj Bahadur:** That is constantly under examination and keeping in mind the requirements of traffic and the congestion of traffic such steps as

are necessary to widen the roads or the streets are being taken from time to time.

**श्री रघुनाथ सिंह :** मैं यह जानना चाहता हूँ कि जो एक्सिडेंट्स की तादाद बढ़ती जा रही है, उस को रोकने के वास्ते क्या इन्तजाम हो रहा है ? क्या ठोस कदम ग्रहण उठा रहे हैं ?

**श्री राज बहादुर :** जो ठोस कदम उठाये गये हैं उनका पूरा ब्योरा स्टेटमेंट में दिया गया है । इस के अतिरिक्त

**अध्यक्ष महोदय :** उस को पढ़ने की जरूरत नहीं है ।

**श्री बड़े :** मैं जानना चाहता हूँ कि अभी जो मेजर्स उठाये गये हैं दिल्ली में, श्रीरजिन के अन्तर्गत पेडस्ट्रियन्स को भी दंड दिया गया है, उन की वजह से एक्सिडेंट्स में कुछ कमी हो गई है ?

**श्री राज बहादुर :** इस में कोई शक नहीं है कि जो कदम उठाये गये हैं वे मजबूती से उठाये गये हैं । लगभग ४४२८ प्रोसीक्यूशन्स किये गये हैं जिन्होंने कि कानून तोड़ा था उन में पेडस्ट्रियन्स कितने थे यह मैं नहीं कह सकता । कुल जुर्माना जो हुआ है वह ६११५६ रु० है २६ अगस्त से ६ सितम्बर तक ।

**श्री प्रकाशवीर शास्त्री :** क्या मैं जान सकता हूँ कि सड़कों पर होने वाली दुर्घटनाएँ दिल्ली और नई दिल्ली के किन क्षेत्रों में विशेष हुई हैं, जैसे कनाट प्लेस है या दूसरे स्थान हैं ? क्या सरकार ने यह जानने का यत्न किया ? यदि हाँ, तो उन के नाम क्या हैं ?

**श्री राज बहादुर :** जो स्थानीय स्टेशन हैं व इस बात का ध्यान रखते हैं । मैं निश्चित रूप से नहीं कह सकता कि किन किन स्थानों

में ज्यादा ऐक्सिडेंट्स होते हैं। लेकिन यह बात विचारणीय है कि एक साल में जन संख्या में लगभग १ लाख का इजाफा हो जाता है और मोटरों की संख्या में १० प्रतिशत इजाफा होता है। इसी प्रकार से साइकिलों की संख्या में भी इजाफा होता है।

**श्री म० ला० द्विवेदी :** मैं जानना चाहता हूँ कि क्या यह सच है कि दिल्ली में जो दुर्घटनाएँ होती हैं वे ज्यादातर ट्रकों और बसों से होती हैं? यदि हाँ, तो बसों और ट्रकों के नियंत्रण की दिशा में सरकार क्या कदम उठा रही है?

**श्री राज बहादुर :** यह तो मैं नहीं कह सकता कि बसों और ट्रकों से ही होते हैं। लेकिन कोलिजन्स बहुत होते हैं। मगर जो कोलिजन्स ऐसे होते हैं जिन में किसी को चोट नहीं आती है उन की संख्या भी कम नहीं जो मैं बतलाना चाहता हूँ। बस, ट्रक और कार्स इस में आजाती हैं। सन् १९६० में उनकी संख्या थी ३१८८—कोलिजन्स ह्विच रेजल्टेड इन नो इन्जुरी।

**श्री त्यागी :** वह नानवायोलेंट किस्म के ऐक्सिडेंट्स थ।

**श्री राज बहादुर :** सन् १९६३ में थे ४,६१४। लेकिन इन के अतिरिक्त बहुत से ऐसे हैं जिन में चोटें आई हैं छोटी या बड़ी।

**Shri D. C. Sharma:** It is said in the statement, which is the only positive thing said in the statement, that construction of overbridges on level crossings and widening some of the inter-sections to ease traffic congestion are under consideration. It is the only thing which is said positively and this is under consideration. How long will it be under consideration and when will positive steps be taken to implement it?

**Shri Raj Bahadur:** They are not only under consideration but they are

constantly under consideration. We have already constructed certain overbridges, for example, on Mathura Road. I think, the hon. Member is aware of that. But others are already under consideration.

**Shri D. C. Sharma:** Mathura Road is not the only road in Delhi.

**Shri Raj Bahadur:** But since there are many other roads, it cannot be said that this is not being done.

**Shri D. C. Sharma:** In how many places has this been done?

**Shri Raj Bahadur:** I may not be able to give the exact number but I think it has been done at least in two places that I know of.

**Dr. Gaitonde:** All over the world some work has been done as regards accidents and it has been proved that accidents at home are more than accidents on the roads. Is it a fact that in Delhi it is just the reverse; if so, what are the reasons?

**Shri Raj Bahadur:** I do not think it is the reverse in our case.

**Shri Fatehsinhrao Gaekwad:** Will poor street lighting be one of the major reasons for increase in the number of accidents; if so, what steps are being taken to see that street lighting is improved?

**Shri Raj Bahadur:** So far as I know, that is not regarded as one of the major causes. The major causes are increase in population, increase in the number of vehicles, cyclists and narrowness of roads.

**Shrimati Renu Chakravartty:** In view of the fact that traffic control is being undertaken in all major cities in order to avoid accidents, why is it that in the city of Delhi the police is trying to control traffic only to a few hours by posting policemen at every 5 ft. and is that one of the reasons, the bad traffic control, which is responsible for the high rate of accidents?

**Shri Raj Bahadur:** I could not get the last point of the question.

**Shrimati Renu Chakravartty:** I was asking whether the police has really got a proper training in traffic control. For example, in Delhi, at the moment, they are having some traffic rules and we see the ridiculous way of having policemen posted at every 5 ft. and the result is that as soon as they are withdrawn, the traffic rules are immediately violated.

**Shri Raj Bahadur:** They are given training. So far as the other parts of the question are concerned, I would say, this is in order to have some sort of a strict and concentrated type of traffic control that these measures have been taken.

**Shri Daji:** Has it come to the notice of the Government that a large number of accidents and traffic rules violations take place through the media of cars bearing diplomatic immunity numbers against which we cannot do anything and, if so, may I know what steps the Government has taken to see that the diplomatic cars do not violate the traffic rules?

**Shri Raj Bahadur:** I cannot say that a large number of accidents occurring are largely due to the diplomatic cars. They may also be involved, but the exact number, I think, should constitute a very small percentage.

**Shri Daji:** My question was, what has the Government done to see that the traffic rules are not violated by them.

**Mr. Speaker:** It is not admitted.

**Shrimati Renu Chakravartty:** It has come in papers.

श्री राम सेवक यादव : क्या मंत्री महोदय बतलाने की कृपा करेंगे कि दिल्ली में जो दुर्घटनाएँ होती हैं उन में इजाफे की दर क्या है ?

अध्यक्ष महोदय वह तों बतला दिया है ।

Next Question.

**Shri Raj Bahadur:** I could not get it.

अध्यक्ष महोदय : मैंने तो अंगला सवाल पुकार दिया है ।

**Fisheries Operatives Training Institute**

+

\*583. { **Shri A. K. Gopalan:**  
**Shri Vasudevan Nair:**  
**Shri Warrior:**  
**Shri Ramachandra Ulaka:**

Will the Minister of Food and Agriculture be pleased to state:

(a) the progress made in setting up of the Fisheries Operatives Training Institute at Cochin; and

(b) when the Institute is expected to start functioning?

**The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde):** (a) Government have since finalised the scheme for the establishment of a Training Institute for Fisheries Operatives and appointed an Officer on special duty with effect from the 4th July, 1963 for attending to the preparatory work such as remodelling and renovation of the buildings made available by the Government of Kerala for housing this Institute, installation of electric and water facilities, procurement of furniture and equipment, recruitment of teaching as well as administrative staff, arrangement of boarding and lodging for the trainees, etc.

(b) The Institute is expected to start functioning early in 1964.

**Shri A. K. Gopalan:** May I know what was the cause of so much delay?

**Shri A. M. Thomas:** This was approved by the Ministry of Finance only in February, 1963 and we took steps after that. An Officer on special duty was appointed on 4th July, 1963. Now the building has to be renovated and certain remodelling has to be done