

our overall economic policies, measures to attract foreign direct investment as well as to encourage larger capital inflows from non-resident Indians are also proposed to be taken.

(d) It is expected that, along with a number of policy measures, the adjustment in exchange rate would help to stabilise the balance of payments situation in the short terms and improve the balance of trade situation in the medium term.

### Road Mishaps in Delhi

701. SHRI MADAN LAL KHURANA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of persons died and injured in road mishaps in Delhi during 1990 and upto 31, May, 1991 and how the same compares with the preceding three years;

(b) the measures taken to bring down the rate of deaths and injuries on the roads and the effect thereof;

(c) the number of persons prosecuted for rash and negligent driving during the above period, vehicle, category-wise;

(d) the action taken against the erring persons;

(e) the number of vehicles, out of the above, involved in similar offence previously;

(f) the number of private buses operating under D.T.C. and those plying under S.T.A. permits in Delhi found engaging only one driver for the whole day instead of two drivers; and

(g) the steps taken to ensure the employment of two drivers and not taking work from one driver for more than eight hours a day?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Details given below:

Year	Persons killed	Persons injured
1987	1271	6388
1988	1474	6830
1989	1581	7378
1990	1670	7883
1991 (Upto 31st May)	747	3412

(b) The measures taken are:

- (1) Strict and rigid enforcement of traffic rules and regulations.
- (2) Regular special drive against rash and negligent driving without Driving License, drunken driving, defective head lights, overspeeding, over-loading etc.
- (3) Regular prosecution of violation through issue of notices.

- (4) School children are regularly imparted necessary training/education in the school about the rules of the road and related safety aspects by the Road Safety Cell of Delhi Traffic Police.
- (5) Introduction of Blinkers/signals at accident prone areas.
- (6) Prosecution through Radar Guna.

- (7) More police presence in accident prone areas.
- (8) Special morning drives and night mobile patrolling.
- (9) Extensive use of Doordarshan/AIR/Press for giving wide publicity on Road Safety.
- (10) Painting of Bus Boxes, yellow Boxes.
- (11) Special Night Checking in Highways.
- (12) Special drive against buses, MTUs, TSRs, Taxies etc.
- (13) Painting Competitions and other Road Safety activities are being organised by Road Safety Cell to inculcate the sense of Road Safety among various road users and children.
- (14) Introduction of Area Traffic Control system of computerised signal etc.

As a result of above measures,

The Delhi Traffic Police have been able to arrest the rising number of accidents, with a slight decrease. In the number of fatal accidents.

(c) Details are given in the attached statement.

(d) In cases of prosecution under the MV Act, either the offences are compounded at the spot or the challans are sent to Court. As regards accidents in which cases are registered, prosecution is ordered under the relevant provisions of the Indian Penal Code.

(e) No such records are available.

(f) No such case has come to the notice of Government.

(g) Does not arise in view of answer to (f) above.

### STATEMENT

#### *Number of Persons prosecuted for rash and negligent driving—Category-wise*

<i>Vehicle-wise</i>	<i>1-1-87 to 31-12-87</i>	<i>1-1-88 to 31-12-88</i>	<i>1-1-89 to 31-12-89</i>	<i>1-1-90 to 31-12-90</i>	<i>1-1-91 to 31-5-91</i>
HTV/MMV . . .	1311	1543	3094	4430	5521
LCV . . . . .	163	245	477	947	1219
BUS . . . . .	299	462	1052	1156	1087
Pvt, Bus, U/DTC. . .	154	261	562	452	360
DTC . . . . .	147	121	177	154	306
Matador . . . . .	97	137	179	133	81
Taxi . . . . .	83	82	71	71	77
TSR . . . . .	364	389	654	645	595
Scooter/Motorcycle . .	707	793	1338	962	959
Car, Jeep . . . . .	473	696	785	829	593