

CIEC. They trust that the current deadlock will be broken and that the developed countries would demonstrate their political will by cooperating in genuine efforts to create a new international economic order.

Expansion of I.T.I. unit in Jammu and Kashmir

1619. SHRI M. RAM GOPAL REDDY:

SHRI SYED AHMED AGA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is a proposal to expand Indian Telephone Industries unit in Jammu and Kashmir; and

(b) if so, outlines thereof?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) Yes, Sir.

(b) The Components Division of Indian Telephone Industries Ltd., at Srinagar is at present manufacturing components; such as telephone cords, fuses, moulded parts of telephone, etc. The Company have recently taken up a project, at a capital cost of approximately Rs. 1.86 lakhs, for assembling 50,000 telephones per year in the J&K unit. This project would create employment potential for about 100 workers ultimately and a sale value of Rs. 163.66 lakhs

Increase in road accidents

1620. SHRI P. GANGA REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the study conducted by Central Road Research Institute has revealed that there has been a seven per cent increase in road accidents annually; and

(b) if so, the remedial measures proposed?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI DALBIR SINGH): (a) Yes. According to this

study, the number of road accidents in India increased by about 7.8 per cent per year, on an average, between the years 1960 and 1972. But, over the same period, the rate of road accidents per thousand motor vehicles, which was 91.7 in 1960, came down to 55.9 in 1972.

(b) Some of the remedial measures suggested by Central Road Research Institute are as under:—

- (i) For the safety of pedestrians, various traffic engineering measures have been suggested, e.g. side-walks on both sides of the road, pedestrian malls in shopping centres, well marked pedestrian crossings, a separate green signal phase for pedestrians in the traffic signals at busy inter-sections, pedestrian operated push button type of signals at mid-block pedestrian crossings, subways and over-bridges, etc. A well planned education programme is needed to persuade pedestrians to avail themselves of the facilities provided for them.
- (ii) For the safety of cyclists, cycle tracks of good quality on both sides of the road and segregation of cycle traffic from vehicular traffic at busy inter-sections have been suggested.
- (iii) For the safety of motor cyclists, scooterists, wearing of safety helmets, both by drivers and pillion riders has been recommended.
- (iv) As, majority of the fatal and grievous injury accidents are caused by drivers of heavy motor vehicles like trucks and buses, safety aspects of both drivers and motor vehicles need due consideration.
- (v) Various traffic regulations such as one-way streets, parking regulations, speed control, etc., which can put down the number of accidents, have been recommended to be introduced in the cities and towns.