

(c) the compensation paid to the families of these killed and to the injured?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):  
(a) 169.

(b) The causes of accidents can be attributed to the following main factors:—

(i) Human failure on the part of DTC driver, such as:—

(a) Rash and negligent driving; and

(b) Error of judgement etc.

(ii) Human failure on the part of the other party including commuters, such as:

(a) Boarding and on alighting from:

(i) bus in motion;

(ii) lack of traffic sense on the part of road users, etc.

(iii) Mechanical failure of the DTC bus.

(iv) Mechanical failure of the other vehicles.

(v) Mixed traffic conditions.

(vi) Bad road geometrics.

(c) A sum of Rs. 1,27,000 was paid as compensation in respect of accident for which claims were received by DTC. Of this, a sum of Rs. 95,000 was paid to the Legal Representatives of the deceased persons in fatal accidents and Rs. 32,000 as compensation to the injured. These cases were settled out of court.

#### Assistance for improvement of minor harbour

1901. SHRI OSCAR FERNANDES: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Government of India propose to consider assisting State Governments in the matter of

improvement of minor harbours in view of the fact that major harbours are getting congested and also to make use of minor harbours wherever possible in national interest; and

(b) if so, will the Government of India formulate a suitable plan for the purpose?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). As per the decision of the National Development Council, funds for the development of minor ports are being allocated in the State Sector Plans. No funds for the purpose are allocated in the Central Sector. There is no proposal to extend any further financial assistance to the States for the development of minor ports.

As regards the use of minor ports in view of congestion at the major ports, it is stated that the minor ports are being used to the extent possible, depending upon port facilities and the facilities for clearance of cargo.

#### स्लीपर बनाने वाली फैक्टरी

1902. श्री उमा कान्त मिश्र : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मिर्जापुर जिले में स्थापित की जाने वाली स्लीपर बनाने की फैक्टरी की किसी अन्य स्थान पर स्थापित किया जा रहा है ;

(ख) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की गई है ; और

(ग) क्या स्लीपर बनाने की फैक्टरी में कार्य में तेजी लाई जाएगी ?

रेल एवं शिक्षा व समाज कल्याण मंत्रालयों तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) केवल मिर्जापुर जिले में स्लीपरों का कारखाना स्थापित करने का कोई प्रस्ताव

नहीं है। यह कारखाना वाराणसी के समीप पिछड़े क्षेत्र में जिसमें मिर्जापुर जिला भी शामिल है, स्थापित किया जाना था।

(ख) यह कारखाना खालिलपुर स्टेशन पर स्थापित किया जा रहा है, जो मिर्जापुर जिले के समीप है।

(ग) जी हाँ।

#### **Saudi proposals to solve Palestine problem**

1903. DR. SUBRAMANIAM SWAMY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government have evaluated Saudi Arabia's proposals for the Arab-Israeli dispute over Palestine;

(b) whether Government are of the view that Israel has a irreversible right to a secure state within its pre-1967 boundaries; and

(c) if so, the diplomatic initiative taken for this purpose?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Government has welcomed the Saudi initiative which is in line with India's general position.

(b) The Government is of the view that a just and comprehensive solution of the West Asian problem can only be achieved by ensuring the total withdrawal by Israel from Arab territories occupied since 1967 including Jerusalem, restoration of the inalienable rights of the Palestinian people including the establishment of a Palestinian state, recognition of the Palestine Liberation Organization as the sole legitimate representative of the Palestinian people.

(c) India has repeatedly affirmed that it is second to none in taking a stand consistent with the policy hitherto followed.

#### **कोयले की कमी के कारण रेल गाड़ियों का रद्द किया जाना**

1904. श्री नरसिंह भकवाना : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले छः महीनों के दौरान कोयले की कमी के कारण रद्द की गई रेल गाड़ियों की संख्या कितनी है ;

(ख) क्या पिछले वर्ष रद्द की गई गाड़ियों की संख्या से यह संख्या अधिक है या कम ; और

(ग) इन गाड़ियों के रद्द किये जाने के परिणामस्वरूप कितना नुकसान हुआ है ?

रेल, एवं शिक्षा व समाज कल्याण तथा संसदोप कार्य विभागों में उप-मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) मई, 1981 से अबतक, 1981 की अवधि के दौरान कोयले की कमी के कारण प्रतिदिन औसतन 146 जोड़ी पैसेंजर गाड़ियां रद्द की गयी थीं। 1980 की तदनुरूपी अवधि में 34 जोड़ी गाड़ियां रद्द की गयी थीं।

(ग) अलग-अलग गाड़ियों की आया के बारे में सूचना संकलित नहीं की जाती और इसके आंकड़े उपलब्ध नहीं हैं।

#### **Study by NSS volunteers regarding drop-outs of harijans and their ignorance to development schemes**

1905. SHRI RAM VILAS PASWAN: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether attention of Government has been drawn to the recent study conducted by the NSS Volunteers of the Kurukshetra University (Times of India dated, 10th October, 1981) that of the drop-outs on the State's village schools, 90 per cent are Harijans and that most of the villages