

year 1964-65. The reason for the decline in the number of ships visiting Bombay may be ascribed to the following circumstances:—

Until September 1965, most ships calling at Bombay to discharge/load cargoes, called at Karachi to discharge/load cargoes enroute to Bombay. Due to the recent outbreak of hostilities between India and Pakistan, cargoes for Pakistan and for India were not being carried in the same ship. The result is that cargo meant for Bombay has been coming in fewer ships, but with larger loads. Also, due to the hostilities, American A.I.D. cargo shipments have decreased.

Accidents in Delhi

573. Shri Shree Narayan Das:
Shri Liladhar Kotoki:
Shri Hukam Chand
Kachhavaia:
Shri Bade:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) the overall position with regard to accidents, fatal and otherwise, in the Union Territory of Delhi during the year 1965 due to the negligent driving separately for rural and urban areas;

(b) how the position compares with the previous year; and

(c) the steps taken to prevent such accidents?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). The information required is given below:

| | 1965 | | 1964 | |
|--------------------------|-------------|-------------|-------------|-------------|
| | Rural Areas | Urban Areas | Rural Areas | Urban Areas |
| (i) Fatal | 71 | 231 | 68 | 191 |
| (ii) Non-fatal accidents | 163 | 1066 | 163 | 974 |

(c) The following steps have been, or are being, taken to prevent road accidents in Delhi:—

- (i) Separate staff, under a Sub-Inspector, has been appointed for Road Safety education. Lectures have been given in about 50 schools by this staff, which were attended by about 40,000 students. Practical demonstrations on the road were also given to the students.
- (ii) Slides on traffic safety are being shown regularly in about 25 cinema houses in the city.
- (iii) Special drives are conducted to educate pedestrians to cross roads at pedestrian crossings and motorists to give right of way to pedestrians at such places.
- (iv) Pamphlets on road safety have been distributed in the villages in Delhi.
- (v) Lectures on road safety, for the benefit of those staying in the villages, which lie on the main highways, were also arranged to make them aware of road safety.
- (vi) Efforts have been made to instruct drivers of heavy transport vehicles in traffic rules. The drivers of buses of the Delhi Transport Undertaking have specially been made conscious of the need for careful driving.
- (vii) Special speed checking is carried out frequently to curb the tendency of the drivers to drive at excessive speed.
- (viii) Mobile traffic patrols are sent on motor cycles to important busy roads during peak hours to detect cases of traffic violations and help remove traffic hold-ups.

- (ix) Selective enforcement has been started since January, 1963. Some places were selected where special checking was made in regard to offences committed by drivers of public service vehicles.
- (x) A systematic and organised plan for the development of Delhi City and its suburbs has been drawn up in the Master Plan in order that the rapidly expanding population, urbanisation and other developments do not lead to traffic hazards in future.
- (xi) A number of narrow and congested roads have been closed to heavy transport vehicles.
- (xii) Major roads are being widened and automatic traffic signals installed, wherever necessary. Separate cycle tracks have also been provided on some roads. Bus stops, stalls, vendors, taxi stands etc. are being removed from congested areas.

मरमागोश्रा बन्दरगाह

574. श्री प्रकाशवीर शास्त्री :
श्री जगदेव सिंह सिद्धान्ती :
श्री हुकम चन्व कछबाय :

क्या परिवहन, उद्भयन नौवहन तथा पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि बेतार पद्धति (वायरलेस सिस्टम) के न होने के कारण पिछले दिनों मरमागोश्रा बन्दरगाह में कुछ कठिनायियां अनुभव की गई थी ;

(ख) क्या यह भी सच है कि उपकरण तो वहां पर था परंतु इसका प्रयोग करने की अनुमति नहीं दी , और

(ग) यदि हां तो इस कठिनाई के कब तक दूर किये जाने की संभावना है ?

परिवाहन, उद्भयन, नौवहन तथा पर्यटन मंत्री (श्री संजीव रेड्डी): (क) से (ग). मरमागोश्रा के पत्तन पर अर्थात् बेतार प्रबंध (वायरलेस एर्रेंजमेंट) के बारे में विशेष कर जब कि गोश्रा और बंबई के बीच तार मंचार पद्धति रूक गई थी प्रतिवेदन प्राप्त हुये है। इस मामले पर डाक व तार विभाग की सलाह के साथ विचार किया गया है। ऐसा लगता है कि इस समस्या का हल गोश्रा बेतार स्टेशन की दूरी का बढ़ा देना है। गारंटी देसिस पर पंजिम में वर्ग 2 तटीय बेतार स्टेशन खाले जाने के लिये डाक व तार विभाग से प्राक्कलन प्राप्त हो गये हैं और उन पर विचार किया जा रहा है।

Seminar on Youth Cooperation

575. Shri D. C. Sharma: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether a Seminar on Youth Cooperation held in New Delhi during the first week of December, 1965 has recommended that Government should promote setting up of co-operative agro-industries in the villages to check the exodus of the youth from rural to urban areas; and

(b) if so, the reaction of Government thereto?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Mishra: (a) Yes, Sir.

(b) Government have organised and also propose to set up agricultural processing units and agro-industrial cooperative under various schemes.