

(b) whether the Government would formulate a special project with the help of scientist and technicians for increasing the use of organic fertilizers by the farmers under the Ninth Five Year Plan; and

(c) whether there is any proposal to develop compost and green manure equivalent to the urea fertilizer?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA) :

(a) Government's policy has been to achieve maximum degree to self-sufficiency in urea. An appropriate policy framework of Retention Price-cum-subsidy Scheme exists to support and encourage indigenous urea production capacity; a High Powered Committee under Prof. C.H. Hanumantha Rao has been appointed recently to review this policy framework. Along with new production capacities within the country, setting up of Joint Venture projects abroad in countries having abundant and cheap raw materials resources is also being encouraged so that the gap on account of rising demand of urea is bridged to the maximum possible extent. However, it is not possible to indicate the time by which total self-sufficiency would be achieved.

(b) and (c) During 9th Plan, it is proposed to provide Central assistance under the Scheme on Balanced and Integrated Use of Fertilizers (under the Department of Agriculture and Cooperation) for promoting the development and the use of organic manure and bio-composting. Organic manure are low in nutrient (1 to 3%) and therefore are used as supplementary source of nutrient and are not intended to be a substitute for any fertilizer including urea.

#### Traffic in Delhi

4925. SHRI L. RAMANA : Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of complaints regarding traffic in Delhi received during the last three years, till date;

(b) the action taken to improve the traffic control on the roads and discipline the traffic rules breaking vehicles; and

(c) the number of deaths occurred in road accidents in Delhi during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) The complaints received mainly relate to bad road engineering, unauthorised parking, traffic congestion, encroachments, and misbehaviour, harassment by taxi/TSR/bus drivers. The number of such complaints received during the last three years and till date (upto 31.3.97) was as follows:

1994	1995	1996	1997 (upto 31.3.97)
872	1365	1644	404

(b) The comprehensive action plan drawn by the Delhi Police to ensure orderly movement of traffic on the roads in Delhi envisages strict enforcement of traffic rules, creating an awareness amongst the public for observance of traffic rules and execution of appropriate engineering works (i.e. traffic signals, road dividers, road markings, etc.) in a phased manner.

(c) the requisite information is as follows :

Year	Persons Killed
1994	1884
1995	2070
1996	2091
1997 (upto 31.3.97)	513

[English]

#### Traffic Rules

4926. SHRI JANG BAHADUR SINGH PATEL : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the buses, three-wheelers and other heavy vehicles are not following the lanes on the roads and travel zig-zag way giving room for accidents and chaos on the roads;

(b) if so, the reasons for the Traffic Police not being able to discipline the vehicles;

(c) whether the flow of traffic on the traffic roundabouts in Delhi is not controlled and thus endangering the live of light vehicle drivers and others; and

(d) the steps taken to man efficiently the traffic islands in Delhi during the peak hours to properly regulate the traffic?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) and (b) Delhi Traffic police has been making stringent efforts to enforce discipline on roads. As a result, there is considerable improvement in lane discipline on the roads.

(c) and (d) The flow of traffic on traffic roundabouts is suitably regulated by deployment of adequate manpower.

The steps taken to regulate traffic during peak hours include.

(i) All intersections/points and busy places are being manned to regulate traffic and to avoid traffic chaos.

(ii) Strict enforcement of stop lines by deploying traffic police persons at every arm of each intersection.