

into consideration. The prevailing level of prices are as a result of drought conditions. As you know, when marginal surpluses were coming in the Government of India and the Food Corporation stepped in and that is how farmers interests were protected.

श्री सरजू पाण्डे : कौश पेमेन्ट के लिए नहीं बताया आपने ।

SHRI ANNASAHEB P. SHINDE:
Both in cheque and cash.

Proposal for setting up of National Road Safety Council

*462. SHRI PURUSHOTTAM
KAKODKAR:
SHRI P. GANGADEV:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Chairman of the All India Council of Mayors has urged the Union Government to revive the proposal of setting up a National Road Safety Council; and

(b) if so, whether Government have given any consideration to setting up of a National Road Safety Council?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): (a) Yes, Sir.

(b) A statement is laid on the Table of the Sabha.

STATEMENT

The Study Group on Road Safety appointed by the Government of India has suggested some modifications in the objectives etc. of the proposed National Road Safety Council, as originally contemplated. The recommendations of this Group have been circulated to the State Governments and Union Administrations for comments. This Group's report was also considered by the Transport Development Council at its tenth meeting held in February, 1973. The Council noted that comments on the Group's report

had been received from only a few States. It was agreed that, after receipt of replies from the other concerned State Governments and Union Administrations, the Ministry of Shipping and Transport should examine the recommendations of the Group, formulate their views and place them before the Council for final decisions. The proceedings of the meeting of the Council have been circulated to the State Governments. The concerned States and Union Territories, who have not yet sent their replies, have also been urged to expedite their comments. The detail regarding the objects and purposes, membership, sources of finance organisational structure etc. of the National Road Safety Council and similar Councils at the State and District levels will be finalised after the report of the Study Group has been considered by the Transport Development Council.

SHRI PURUSHOTTAM KAKODKAR: I know how the hon. Minister is anxious about controlling road accidents and how anxious he is to overcome these accidents. May I know from the Minister about the number of accidents during the last 3 years and the break-up? What measures have been taken by him to overcome those accidents?

What measures are proposed to be taken in the matter?

SHRI RAJ BAHADUR: For the three years the figures are as under:

1,07,400—1969

1,14,449—1970

1,25,772—1971

As far as the percentage of average annual increase in the number of accidents is concerned in France it has been 2.8 per cent and in Austria it is 2.4 per cent, in West Germany it is 0.5 per cent and in India it is 0.8 per cent. Further, about the rate of accidents, in Yugoslavia it was as high as 11.2 per cent. We are taking

steps like widening of the roads, impartial education in the matter to pedestrians, to children etc. and all these steps are being taken

SHRI PURUSHOTTAM KAKODKAR: There is the national highway passing through Goa. It is not worth the name at all.....

MR. SPEAKER: Your scope of asking question is very limited. Your main question was about setting up of National Road Safety Council

SHRI PURUSHOTTAM KAKODKAR: The hon. Minister has said in the statement that some States have sent their comments on Study Group's recommendations. May I know which are these States? Secondly, whether public education regarding road consciousness is one of those recommendations?

SHRI RAJ BAHADUR: So far as education regarding road consciousness is concerned it is essentially the function of the State Governments. They have got to do it. I am sorry I will not be able to give the names of the States but very few have done it. The report was received in June 1972 and we circulated in August, 1972 only. Then we discussed with the State Transport Ministers in February, 1973. We are going to expedite the consideration but steps are more important than mere consideration.

SHRI P. GANGADEB: In view of the safety problems which are increasingly felt on the national highways, may I know, whether the Government has any proposal under consideration to have some sort of safety code as well as some special arrangements for ensuring safety on the national highways?

SHRI RAJ BAHADUR: This is exactly on which the Study Group on Road Safety applied its mind. This is their recommendation to revive the

suggestion of All India Council of Mayors to set up the National Road Safety Organisation.

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय, मंत्री जी ने बताया कि हम सुरक्षा के उपाय कर रहे हैं। उसके लिए सड़कें चौड़ी कर रहे हैं कई स्थानों पर। आम तौर पर जो एक्सीडेंट्स होते हैं वह ट्रक के द्वारा होते हैं, ड्राइवर्स रात में चलाते हैं और बिना शराब पिये चलाते नहीं हैं, आने वालों को साइड देते नहीं हैं और इस प्रकार जो नियम बने हुए हैं उनका बे पालन नहीं करते हैं। इसलिए अभी ड्राइवर्स नियमों का पालन करे इसके लिए मंत्री महोदय कोई विशेष व्यवस्था करते जा रहे हैं और कोई ऐसा दल बनाने जा रहे हैं जो...

अध्यक्ष महोदय : यह सवाल कौंसिल के बारे में है।

श्री हुकम चन्द कछवाय : मंत्री जी ने कहा है कि वे कुछ उपाय करने जा रहे हैं।

श्री राज बहादुर : यह कहना दुस्त नहीं होगा कि सभी ड्राइवर्स शराब पीकर चलाते हैं।

श्री एस० ए०शमीम : "अक्सर" कहा गया है।

श्री राज बहादुर : अगर आपको इसमें तसल्ली है कि अक्सर कह करके सभी के लिए कहा जाये जोकि नहीं भी पीते हैं तो मैं समझता हूँ उनके साथ बेइन्साफी होगी। बहुत से सच्चे मुसलमान हैं जो नहीं पीते हैं।

अध्यक्ष महोदय : आप गुजरात की बात करिए, हमारी स्टेट की बात मत करिए।

श्री राज बहादुर : मैं यह कहना चाहता हूँ कि हम इस बात को डिस्क्रेज करते हैं, स्टेट गवर्नमेंट्स बड़ा एहतियात बरतती हैं इसके लिए कायदे बने हुए हैं कि शराब

पीकर चलेंगे तो सजा होगी और लाइसेंस मोअसल किया जायेगा—यह सारे कायदे बने हुए हैं और माननीय सदस्य इस बात को जानते हैं।

श्री राम सहाब यांडे : भारत सरकार द्वारा नियुक्त सड़क सुरक्षा दल ने एक संशोधन तमाम राज्यों को भेजा है। पहली बात तो यह है कि इस स्टेटमेन्ट में यह नहीं बताया है कि संशोधन क्या है? दूसरी बात यह है कि कछवाय जी कभी कभी बड़ी समझदारी की बात करते हैं। उन्होंने कहा कि शराब पीकर ड्राइवर चलते हैं। मैंने अपनी आँख से एक हाथ में स्टिअरिंग पकड़े और दूसरे हाथ से बोतल लेकर पीते खुद देखा है ड्राइवर को, जिस में ऐक्मिडेट होते होते बचा, नहीं तो मे यहा होता ही नहीं। मैं जानना चाहता हू कि खाम तार पर रात को हंडलाइट जलाना और जो दूर वाहन है जैसे बसेज, कार और बैलगाड़िया, उनको प्रिफरेंस न देना तथा सारी सड़क को घेर कर, जो बहुत सकरी है, उन पर सर्वाधिकार करक चलना तथा दूसरो की परवाह न करना, इस सम्बन्ध में आप ने अपने संशोधन में, जो आप ने प्रदेश की सरकारो को भेजा है, कोई प्रावधान किया है और उनका निराकरण करने का कोई विचार किया है ?

श्री राज बहादुर : मुझे तो इस को सुन कर कुछ तसल्ली भी हुई और कुछ ताज्जुब भी हुआ कि मोअजिज मेम्बर साहब ऐसी कम्पनी में पहुच गये हैं जहा एक हाथ में बोतल थी और एक हाथ में स्टिअरिंग था। लेकिन मुझे इस बात को खुशी है कि वह सही सलामत तथारीफ ले प्रायें। मैं उम्मीद करता हूँ

MR. SPEAKER: The question was about suggestions. Any suggestions?

SHRI RAJ BAHADUR: The Study group has made suggestions. Their report is being considered.

SHRI R. S. PANDEY: Certain amendments were considered. What are those amendments?

SHRI RAJ BAHADUR: It is a very long list.

SHRI R. S. PANDEY: What are the salient points?

SHRI RAJ BAHADUR: I can lay a statement on the Table.

MR. SPEAKER: Both of you do not listen to me His question is a suggestion for action It may be noted.

श्री बी० पी० मौर्य : मैं आप के द्वारा मंत्री महोदय से एक ही प्रश्न पूछना चाहता हूँ क्योंकि यहा एक अजीब ना प्रश्न आ गया था। दुर्घटनाओं के बहुत से कारण होते है। जितनी ट्रक की दुर्घटनाये होनी है उन का मुख्य कारण यह होता है कि ट्रको के मालिक ट्रक पर केवल एक ही ड्राइवर रखते है। वह दिन में भा चलाते है और रात में भी चलाता है क्या सरकार ऐसा प्रावधान या व्यवस्था करेगा कि एक ट्रक पर कम में कम दो ड्राइवर हुआ करें। एक ड्राइवर अग्र दिन रात चलायेगा तो ऐक्मिडेटम तो होंगे ही, रात का तो सवाल ही क्या है ?

श्री राज बहादुर : मैं माननीय सदस्य से सहमत हू कि अकसर ऐसा होता है कि ड्राइवर ओवर-वर्क करते है। यह एक फॅक्ट है। इसके लिए कोई न कोई एहतियात करनी ही चाहिये और कोई न कोई इन्तजाम करना ही चाहिए। कोई कायदा बनाना चाहिए कि वह ऐसा न करे।

SHRI K. RAMAKRISHNA REDDY: In national highway No. 9, daily two or three murders take place. Not a day will pass without an accident....

MR. SPEAKER: Accidental murders?

SHRI K. RAMAKRISHNA REDDY: Accidents amounting to murder. The road is very narrow. It should be widened.

MR. SPEAKER: It is a suggestion for action.

SHRI A. K. M. ISHAQUE: In regard to safety in national highways, a National Road Safety Council is to be set up. What will be its structure and functions and will it be vested with some statutory authority? If so, is it going to clash with the State authorities?

SHRI RAJ BAHADUR: There are two schools of thought in this respect. One favours a body of a non-statutory character and the other of a statutory character. The preponderance is in favour of a body with a statutory character. As and when it comes, it will have to be a statutory Council and then it will be vested with authority to enforce uniform standards of traffic engineering, road formations, vehicular road-worthiness, effective road safety measures and other allied matters.

Starvation Deaths in Bhavnagar, Gujarat

*463. **SHRI P. M. MEHTA:** Will the Minister of AGRICULTURE be pleased to state:

(a) whether starvation deaths have been reported in Gujarat in Bhavnagar District;

(b) whether large number of people in that District are facing starvation; and

(c) if so, what immediate measures are being considered by the Union Government to overcome this unprecedented situation?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE):

(a) and (b). The State Government has reported that there has been no death due to starvation.

(c) Measures taken by Government to meet the drought situation are indicated in the statement placed on the Table of the Sabha.

Measures taken by Govt. to meet the drought situation

(i) On the basis of the recommendations made by the Central Study Team which visited Gujarat in September, 1972, a ceiling of expenditure of Rs. 6.9 crores was adopted. A second Study Team visited the State in February, 1973 to assess the situation. However, an amount of Rs. 10 crores has already been released to the State Government for various relief operations so far.

Government of India has been in constant touch with the State Government and all reasonable assistance required has been and is being made available.

(ii) Reasonable quantities of food-grains are being supplied to the State Government

(iii) Under the Emergency Agricultural Production Programme, an amount of Rs 5.00 crores has been released for special irrigation programmes. Besides, an amount of Rs. 2 crores has been released as short term loan for agricultural inputs. The State Government has undertaken several relief measures such as opening of relief works to give employment to the affected population, distribution of gratuitous relief, supply of drinking water to the affected areas, arrangements for maintaining fodder supply, taking care of public health etc.

SHRI P. M. MEHTA: I would like to know from the hon. Minister (a) whether it is a fact or not that one MLA of the ruling party had informed the party legislators in their party meeting that deaths have been caused because of starvation in his constituency. .

MR. SPEAKER: How is he expected to know what an MLA says there. Ask your question.

SHRI P. M. MEHTA: . . . and he had furnished all the relevant information in support of his statement; (b) whether it is a fact or not that the report