

terms and conditions of the absorption of the supervisory staff in the NTPC. Even certain cases of sabotage in the plant area were also reported.

Following steps have been taken by the NTPC management to tackle various problems:

(i) Project renovation programme has been launched to identify the equipment deficiencies and to take measures for rectifying these defects;

(ii) Regular monitoring of the performance of the station has been undertaken;

(iii) Constant dialogue between management and the employees is being held to sort out pending service matters;

(iv) Measures to improve industrial relations are being constantly reviewed;

(v) Security measures have been tightened up in the plant area and the employees have been warned of the serious consequences in case they are found guilty of acts of sabotage.

(b) The Power station had generated 5.18 million units on 10th December, 1978, and had touched a peak load of 220 MW on that day.

#### Death Toll in Road Accidents in Delhi

\*339. SHRI SHANKARSINHJI VAGHELA:

SHRI ISHWAR CHAUDHRY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the death toll in road accidents in Delhi is on the increase;

(b) the number of persons killed in road accidents in Delhi per day on an average and how these figures compare with the figures a decade ago; and

(c) the reasons for such an increase in road accident deaths and the measures taken or proposed to be taken to ensure safe road traffic?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) to (c). 651 persons have been killed in road accidents in Delhi during the period from 1st January 1978 to 30th November 1978 as against 694 in 1977 and 587 and 510 in the previous two years respectively. An analysis of the number of deaths in road accidents every year would show that the number is on the increase. On an average about two persons were killed during the last two years (year 1977,

694	year 1978*	651
365	(till 30-11-78)	334
1.95) as compared to about one during the		
years 1967 and 1968 (year 1967		
373		
matter of concern.		
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365 = 1.02,		
year 1968	400	
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365 = 1.09). These accept		
are a matter of concern.		

Among the various causes for the increase in road accidents are the increase in population from around 40.66 lakhs in 1971 to around 54 lakhs in 1978, increase in motor vehicles from around 21,904 in 1957 to about 4,05,101 in 1977, the presence of about 20,000 registered and 30,000 unregistered slow moving vehicles which includes tongas, cycle-rickshaws, bullock carts, and horse carts, existence of narrow and over-crowded streets in the walled city, inadequacy of transport to cope with the abnormal increase in the number of commuters and consequent overloading in public transport vehicles, lack of stringent check of the grant and renewal of driving licence, and inadequacy of traffic police. It is seen that over a period of time, there has not been a proportionate strengthening of the regulatory agencies as compared to the increase in the volume of traffic. Considering all these aspects an Expert Committee has recommended some increase in traffic control staff and their recommendations are under considerations.