

tion of funds as the hon. Minister rightly said. It is a question of taking decisions at right time and I hope that will be done.

**SHRI RAJESH PILOT:** Let me assure the hon. Member that the reflex action of a Pilot is supposed to be very quick.

**MR. SPEAKER:** That will help.

#### Road Accidents

293. **SHRI BRAJA MOHAN MOHANTY:**  
**SHRI A. JAYAMOHAN:**

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether despite the steps taken all these years the rate of road accidents is growing every year putting India at the top with road accidents rate resulting in fatal cases; and

(b) if so, what fresh initiatives are contemplated in the matter to bring down the number of road accidents to the minimum?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT):** (a) No, Sir. The number of road accidents and fatalities per one thousand vehicles has shown a progressive decline over the years.

(b) The recently constituted National Road Safety Council, in its meeting in July, 1987, recommended to the State Governments and U.T. Administrations to set up State Level Road Safety Councils and District-level Committees and to formulate and implement road safety measures, including highway patrolling.

Stricter provision have also been proposed in the Motor Vehicles Bill in respect of driver licences, vehicle fitness certificates and deterrent punishment for traffic violations.

**SHRI BRAJAMOHAN MOHANTY: I**

would invite the attention of the hon. Minister to the annual report of the Transport Ministry. In the years 1984 and 1985, the rate of accidents for one lakh KM was 1.47. In 1985-86, it increased to 1.55 and in 1986 and 1987 it further increased to 1.63.

My question will be whether the hon. Minister had investigated and identified the reasons for the increasing accident rate during the last three years and whether the Government has taken any steps in that regard.

**SHRI RAJESH PILOT:** Seeing the increase in the fatal accidents, Government was worried and that is why they constituted the National Road safety Council at national level. We had held discussions with experts from the road sector and other experts who are available, to give us their opinion on it and we decided that at State-level also, such discussions should be held so that the matter could be thought over and some initiative should be taken in that line. I fully share the worry of the House and of the hon. Member that fatal accidents are on the increase. I am not denying that factor. When we calculate the ratio the hon. Member wanted to know about that—despite putting India at the top of road accidents, when you calculate the ratio of fatal accidents for 1,000 vehicles and when you compare with that of developed countries, where the number of vehicles is much more, their ratio comes down. If you count the number of accidents, theirs will be much higher than ours. Their ratio goes down because the developed countries have more vehicles in comparison to their population than that of India. In that ratio, we are certainly high. I am not denying that fact. But all possible action is being initiated by Government by bringing the Motor Vehicles (Amendment) Bill which will be before the House any day. I could not bring it here because of my absence.

We are also holding road safety meetings of the Road Safety Council, some films are also shown.

About the selection of drivers in each State, we are making it compulsory that traffic police representative is also there so that he can check all this.

**PROF. N. G. RANGA:** The condition of roads is also very bad.

**SHRI BRAJAMOHAN MOHANTY:** Apart from the provisions of driver licence, vehicle fitness certificate and deterrent punishment for traffic violation, my question would be whether an improvement in the condition of the road would lead to reduce the accident. Has that been considered in the Transport Ministers' Meeting and whether any guidelines have been worked out thereon.

**SHRI RAJESH PILOT:** The condition of roads is one of the main factors. With our limited resources, we have tried to improve the condition of the roads and I can only assure the House that national highways are being given higher priority by the Central Government. But Sir, at the moment, we have one more problem which I must inform the House today that the system is that money is allotted to the State Government to construct a particular national highway, It is the State PWD which executes the work on the national highways but to our sorrow and grief, the work is not that much perfect to the extent that is expected. We are discussing with the State Government to have a National Highway Authority so that hard-earned money which is spent on this vital sector can be monitored and the roads which are supposed to be of standard are checked by the Central Government. That proposal is pending with the Government and we are considering it. I must assure the House that we have taken very seriously with the State Government that roads should be maintained and properly constructed as per the guidelines laid down by the National Highways Authority.

**SHRI ATAUR RAHMAN:** This question of road accidents is a vast subject. I do not think that it can be disposed of in course of 10 or 15 minutes. It involves rural traffic

and urban traffic and the Home Ministry. Mr. Rajesh Pilot would not be the only person who is involved in this particular big issue. The Home Minister should also be here because the cases which are registered and disposed of come under the Home Ministry. As far as I know, 24,000 to 25,000 people get killed in road accidents every year and also a large number of people get maimed. So, these are the factors which should be considered mainly and the constitution of an advisory body as has been stated in the answer is no answer to these problems that we are facing. Advisory bodies will not help. It is the question of the Central Government and the State Government sitting together .....

**MR. SPEAKER:** Please put the supplementary. It is only a suggestion and not a question.

**SHRI ATAUR RAHMAN:** What sort of corrective and concrete measures the Minister is thinking of taking in co-operation with the State Government? The condition of roads is absolutely horrible. We should improve the condition of roads and segregate fast-moving and slow-moving traffic roads; they should set apart a lane for the pedestrians. That is why I am saying that it needs a half-an-hour discussion.

**MR. SPEAKER:** You have made only suggestions, no supplementary.

**SHRI V. SOBHANADREESWARA RAO:** Sir, I want to know whether the hon. Minister is aware of the fact that incidence of road accidents is very high on national highway No. 5 between Vijayawada and Guntoor. Keeping this in view, the National Highway Department had proposed for conversion of two-lane road into four-lane highways to avoid accidents, i.e., two lanes on one side and two lanes on the other side, in the opposite direction. If so, I would ask the Minister whether the Government will look into it and give the necessary approval immediately and take further steps for development of four-lane highways to reduce the number of accidents.

SHRI RAJESH PILOT: That particular thing has to be checked with the Department. I will come back to the hon. Member and clarify. I do not have the information with me now.

[Translation]

**Increase in Pay Scales and Interim Relief to Port Workers**

\*294. DR. CHINTA MOHAN:  
SHRI BALWANT SINGH  
RAMOOWALIA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to increase the pay scales of the port workers and also give them interim relief:

(b) if so, the details thereof; and

(c) if not, the reasons therefore?

[English]

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (c). The wage structure of Port workers is due for revision only from 1.1.1988. Meanwhile, Government have sanctioned interim relief to them w.e.f. 1.1.1986 on the same lines as has been allowed to the workers of Public Sector Undertakings on Industrial Dearness Allowance pattern.

DR. CHINTA MOHAN: Sir, I share the feelings of our hon. Member Shri H.M. Patelji in congratulating the Department of Surface Transport for taking quick and spot decision to improve the Department. Here, I would like to know under what guideline and under what circumstances the Shipping Corporation of India has revised the pay-scales last year. What forced them to take a decision last year to increase the interim relief of port workers

SHRI RAJESH PILOT: Mr. Speaker, Sir, this question relates to the Port workers.

His question regarding the Shipping Corporation is a separate subject. I would like to inform the hon. Member that the original question pertains to the Port workers.

(Interruptions)

SHRI BALWANT SINGH RAMOOWALIA. Sir, the hon. Minister has tried to escape the answer...

MR SPEAKER: He is still here.

(Interruptions)

SHRI BALWANT SINGH RAMOOWALIA: He has tried to escape the answer by telling the House that this question regarding the pay-scales of workers relate to the Port workers. After all, the Shipping Corporation of India is the mother institution. He cannot deny it. We are both - myself and Dr. Chinta Mohan - worried about the attitude adopted by the hon. Minister in sanctioning 39 per cent increase in the salaries of only 900 officers, which will incur a loss of rupees 327 crores to the Shipping Corporation of India. This has been done by-passing the guidelines of the BPE. Also, the employees belonging to Class-III and Class-IV groups are requesting the Ministry since 1975 for the increase in their wages. Their memorandum has been turned down. In this connection, I would like to ask: Why the BPE guideline was ignored and by-passed and why the lower grade employees have been ignored? I would like to know the answer from the hon. Minister.

SHRI RAJESH PILOT: Sir, I think, the hon. Member has put it the other way round. Port is the mother institution of SCI because the Port started functioning first. The question which you have asked is totally under the subject of Port workers. What you are asking today is a different question. It is a genuine information given by you to me. I will certainly get it checked up as to how it has been done. I cannot give a clear and right information without checking the records. But I will pass on the