

extend last dates for submission of various types of compensation claims is the Governing Council of the United Nations Compensation Commission (UNCC).

The last date for national governments to lodge A, B, C & D claims with the UNCC was originally 1.7.93 which was first extended by the UNCC to 1.10.93 and then to 1.1.94. The last date for submission of "E" claims has been extended from 1.1.94 to 1.4.94.

(c) to (e) Wide publicity was given to the compensation scheme of the UNCC. Applications in the forms prescribed by the UNCC were invited from Indian claimants by inserting advertisements in the news media in July, 1992 and due publicity was given to the procedure required to be followed in this regard. The last date for receiving applications in the Special Kuwait Cell from Indian nationals was 1.12.92, but keeping in view the interests of Indian nationals and the extended deadlines prescribed by the UNCC, Special Kuwait Cell continued to accept the claims upto 8.12.93 after which it was logistically not possible to accept the claims, as the final extended deadline was 1.1.94 and a period of at least 3 weeks was necessary to process, forward and lodge the claims with the UNCC in Geneva. In March, 1993, Statewise computer lists of incomplete/defective cases of category "A" which constituted the largest number of claims were prepared and sent to the Chief Secretaries of State/Union Territory Governments advising them to impress on concerned claimants through local media or local officials to quickly return completed forms to us. This was followed up by deputing MEA officers to visit some States where the number of defective "A" claims received exceeded 1000. These

State Governments put in special efforts to inform claimants to submit missing information to the Special Kuwait Cell and, in the process, disseminated information regarding the compensation scheme down to the village level. Subsequently Public Notices were also published by the Ministry of External Affairs advising all defaulters to expedite their claims/replies to the Special Kuwait Cell for onward transmission to United Nations Compensation Commission.

[Translation]

Road Accidents

666. SHRI PANKAJ
CHOWDHARY:
SHRI JANARDAN MISRA:
SHRI B.L. SHARMA PREM:
DR. RAMKRISHNA
KUSMARIA:
SHRI RAMESH
CHENNITHALA:
SHRI RAJENDRA
AGNIHOTRI:
DR. MAHADEEPAK SINGH
SHAKYA:
SHRI GOVINDA CHANDRA
MUNDA:
SHRI AST BHUJA
PRASAD SHUKLA:
SHRI BRIJ BHUSHAN
SHARAN SINGH:
SHRI R. MALLU:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether road accidents are increasing continuously in Delhi, other

metropolitan cities and different parts of the country;

(b) if so, the details thereof, during each of the last three years, year-wise, metropolitan city-wise and State-wise;

(c) the details of the compensation paid to the road victims;

(d) the arrangements made to provide quick medical aid to the victims before they die; and

(e) the steps taken to check road accidents?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):

(a) Yes, Sir.

(b) Year-wise accident details, in metropolitan cities and in the States during the years 1990, 1991 and 1992 are given in the attached *Statement I* and II.

(c) The compensation to the road accident victims is awarded by a large

number of Accident Claims Tribunals set up in the country and the same is either paid by the insurance company in case the vehicle is insured or by the owners where the vehicle is not insured. As such no data is available regarding payment of compensation paid to the road accident victims.

(d) As per the general practice followed by the State Police/Transport Departments ambulances are rushed to the spot of accident to provide quick medical aid to the victims. The victims are thereafter removed to the nearest hospitals. Further, as per section 134 of the Motor Vehicles Act the driver of the vehicle involved in an accident is required to take all reasonable steps to secure medical attention of the injured person and if necessary convey him to the nearest hospital, unless the injured person or his guardian, in case he is a minor desires otherwise.

(e) The steps taken by the Government to check road accidents is given in the attached *Statement-III*.

STATEMENT—I

Accidents in Metropolitan cities during 1990 to 1992

Metropolitan Cities	1990	1991	1992
Delhi	7697	8065	8506
Calcutta	10911	10017	8413
Madras	5877	3782	3787
Bombay	25331	25477	7831*

* Minor and Non-Injury accidents are not included.

STATEMENT—II

Year	1990	1991	1992
States	Accidents	Accidents	Accidents
Andhra Pradesh	16042	17633	16553
Arunachal Pradesh	233	213	169
Assam	1762	1899	2093
Bihar	9357	9776(E)	8018
Goa	2205	2418	1781
Gujarat	25495	27140	26726
Haryana	5096	4862	5196(E)
Himachal Pradesh	1123	1269	1296
Jammu & Kashmir	2326	2451	2645
Karnataka	21992	22707	23390
Kerala	20247	23985	27093
Madhya Pradesh	23492	26406	24774
Maharashtra	56982	58378	38495
Manipur	472	393	341
Meghalaya	540	550	453
Mizoram	80	87	74
Nagaland	237	111	125
Orissa	6069	6177	5820(E)
Punjab	1621	1581	1581(R)
Rajasthan	10456	11046	11809
Sikkim	115	137	150
Tamil Nadu	34634	32522	34247
Tripura	408	371	422
Uttar Pradesh	16318	16864	16480
West Bengal	16375	16136	16136(R)

Year	1990	1991	1992
States	Accidents	Accidents	Accidents
UNION TERRITORIES:			
A & N Islands	144	86	72
Chandigarh	250	277	296
D & N Haveli	79	50	55
Daman & Diu	91	67	73
Delhi	7697	8065	8506
Lakshadweep	2	Nil	1
Pondicherry	662	724	848
TOTAL	282602	294381	275688

E=Estimated, R=Repeated

STATEMENT—III

The steps taken/being taken include

1. The M.V. Act, 1988 and the Rules framed thereunder provide for stricter requirements in respect of issuance of driving licences, and stringent penalties for offences.
2. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.
3. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.
4. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.
5. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.
6. It is prescribed that road safety devices would be fitted in the vehicles viz. direction indicators with blinder system for vehicles, special labels on carriages carrying dangerous or hazardous goods.

7. A national Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.
 8. Strict and rigid enforcement of traffic rules and regulations.
 9. Regular special drive against rash and negligent driving, driving without driving licences, drunken driving, defective headlights, over-speeding, over-loading etc.
 10. Regular prosecution of violation through issue of notices.
 11. School children are regularly imparted necessary training/education in the schools about the rules of the roads and related safety aspects by the road safety cell of Delhi Traffic Police.
 12. Introduction of blinkers/signals at accident prone areas.
 13. Prosecution through Radar Guns.
 14. More Police presence in accident prone areas.
 15. Special morning drives and night mobile patrolling.
 16. Use of Doordarshan/AIR/Press for giving wide publicity on road safety.
 17. Painting of bus boxes, yellow boxes.
 18. Special night checking on Highways.
 19. Special drive against buses, HTVs, TSRs, Taxis etc.
 20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the sense of road safety among various road users and children.
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[English]

SHRI PRAKASH V. PATIL:

Agarwal Committee

667. SHRI ANANTRAO
DESHMUKH:
SHRI SARAT
PATTANAYAK:

Will the Minister of INFORMATION
AND BROADCASTING be pleased to
state:

(a) whether the high level
committee headed by Shri U.C. Agarwal to