

Road safety week

1128. SHRI VIREN J. SHAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Road Safety Week was observed throughout the country from January 1, 1992;

(b) whether it is also a fact that Delhi has recorded the highest number of road accidents in the country and had been categorised as "most dangerous city";

(c) if so, what was the number of fatal accidents in Delhi as compared with Bombay, Calcutta and Madras during each of last three years; and

(d) what are the steps Government have taken or propose to take to save the lives of the people due to phenomenal increase in vehicular population particularly two and three wheelers and private buses in Delhi?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) No, Sir.

(c) However, the number of fatal accidents in Delhi were highest as compared to Bombay, Calcutta and Madras. Details given below:—

Cities	Fatal Accidents		
	1989	1990	1991
Bombay	430	386	339
Calcutta	455	448	448 (R)
Delhi	1416	1559	1651
Madras	388	481	481 (R)

(R): repeated figures from the previous year's figures.

(d) The steps taken/being taken by the Central Government/State Governments are annexed as Statement.

Statement

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 blinker 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.

Maintenance of National Highways

1129. SHRI SANTOSH KUMAR SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the rate of road accidents in the country is highest in the World;

(b) if so, the details thereof;

(c) whether Government monitor the conditions of the existing National Highways being maintained by State agencies as to the quality of material used and the width of roads etc.;

(d) what are the reasons that the width of the National Highways in Orissa has gradually been reduced; and

(e) the details of the action proposed to be taken to enforce proper width of the Highways and also proper maintenance thereof in Orissa?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The rate of road accidents in India in 1986, the period for which comparative figures in respect of other countries is available, was 20.56 per thousand vehicles. This was then not the highest in the World.

(b) Does not arise.

(c) Yes, Sir.

(d) and (e) The width of National Highways in the country, including the State of Orissa, is not reduced. In fact, the National Highways are being widened in a planned manner, as per the requirements & availability of resources. National Highways are also being maintained regularly within the funds available so as to keep them in traffic worthy conditions.

Construction of 4-lane bridge near ITO

1130. SHRI SURESH KALMADI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government have decided to construct a new 4-line bridge near ITO bridge over Yamuna in Delhi; and

(b) if so, by when the construction is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. The work which is to