

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) This Ministry is primarily responsible for the development and maintenance of National Highways and roads other than National Highways are under the purview of the respective State Governments. 202 numbers of National Highway projects with a total project cost of Rs. 72768.89 crore under National Highways Development Project (NHDP) and 2491 numbers of National Highway projects with a sanctioned cost of Rs. 13847.41 crore with State Public Works Departments (PWDs) & Border Roads Organization (BRO) are under implementation as on 30.6.2009, the project-wise details are given in the statement (see below).

(b) Under NHDP, tenders are awarded on International Competitive Bidding. For works costing more than Rs. 5.00 crore and executed by the State PWD, tender provisions of Standard Bidding Document (SBD) of the Ministry apply. For other works, tender provisions as per State Government's procedure are adopted. BRO follows tender provision as per their own guidelines.

(c) No, Sir.

(b) Does not arise.

Statement

*Project-wise details of National Highway projects under implementation
in the country as on 30.6.2009*

Sl. No.	National Highway projects	Number	Total Project Cost (Rs in crore)
1	NHDP Phase-I	30	6325.08
2	NHDP Phase -II	127	34160.71
3	NHDP Phase -III	36	22554.98
4	NHDP Phase -V	8	8073.12
5	NHDP Phase -VII	1	1655.00
6	NH(O)	2491	13847.41

Need to amend Motor Vehicle Act, 1988

2865. SHRI T.T.V. DHINAKARAN : Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is proposed to amend the Motor Vehicles Act, 1988 to plug the loopholes;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEV S. KHANDELA): (a) to (c) There are no loopholes in the Motor Vehicles Act, 1988.

However, review of the Act and amendments therein is a continuous process to keep pace with the emerging modern day requirements and challenges. Keeping this in view, the Act is also proposed to be amended to make the penalties for traffic violations more deterrent, to delegate more powers to the State Governments and make the authorities in the States more responsive to streamline the provisions relating to payment of compensation to road accident victims and also to enhance the amount of compensation etc.

Medical assistance for victims of highway accidents

2866. SHRI GIREESH KUMAR SANGHI : Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware that increasing number of accidents taking place on highways in the country resulting in many deaths which are attributed due to lack of emergency medical assistance soon after accidents;

(b) whether there is a lot of scope for reducing number of deaths by making available immediate medical assistance for which ambulances can be stationed at every 5 to 10 kms. points and highways with qualified medical personnel linked up with nearest speciality hospitals for medical assistance;

(c) if so, whether there is any proposal under consideration of Government and;

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEV S. KHANDELA): (a) to (d) During the 11th Five Year Plan, the Government has approved a proposal of the Ministry of Health and Family Welfare for 'establishment of an integrated network of Trauma Centres' along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals, at a total outlay of Rs. 732.75 crore. Setting up of the integrated network of Trauma Centres along the Golden Quadrilateral, North-South and East West Corridors will ensure that each accident victim on these corridors is able to get competent medical assistance within the shortest possible time thereby saving precious lives. The trauma care network provides three categories of trauma care centres, i.e., Level-I, Level-II and Level-III. Level-I trauma centre in the states would provide the highest level of definitive and comprehensive care of patients with complex injuries. The level-II trauma centre would be available at every 300 km. The Level-III trauma centre would be available every 100-150 km. The present Scheme covers entire Golden Quadrilateral, North-South and East-West corridors. Subsequently, after evaluation of this project, other National Highways with substantial traffic density would be taken up.

The Network has been so designed that no trauma victim has to be transported for more than 50 kilometer. It will bring down the morbidity and mortality on the road by observing the golden hour concept. The project comprises of well equipped life support Ambulances at every 50 Kilometer of the completed stretches of the National Highways with well-equipped & staffed trauma centre at every 100-200 Kilometer of the National Highways.