

safety measures such as road signage, central line/edge line markings, crash barriers etc. During 2009-2010, works for a length of 440.48 km at an aggregate cost of Rs. 560.34 crore has been sanctioned by the Ministry for improvement of roads in Assam, including such road safety measures.

Central funds to states for road safety

4434. SHRIMATI VIPLOVE THAKUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is any Central scheme to provide funds to the State Governments to improve their road safety;

(b) if so, the State-wise details thereof and the amount allocated during the last three years and current year;

(c) whether Government has received request from Government of Himachal Pradesh for providing special financial assistance to construct retaining wall along certain roads in order to stop increasing number of road accidents in lack of that; and

(d) if so, the details thereof and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEV S. KHANDELA): (a) and (b) No Sir. There is no Central scheme to provide funds to the State Governments to improve their road safety.

(c) and (d) This Ministry has not received any proposal from the Government of Himachal Pradesh for providing special financial assistance to construct retaining wall. However, as and when the provisions for retaining walls are recommended by State Public Works Department of Himachal Pradesh as part of Estimates for National Highways, the same will be considered by the Ministry.

Road accidents on NHs and expressways

4435. SHRI RAMDAS AGARWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether as per report of World Health Organization, India has been reported as having one of the highest road accidents and fatalities in the world;

(b) if so, the number of road accidents and consequent fatalities reported on National Highways and Expressways in the country during the last three years including current year, State-wise;

(c) whether any study has been conducted to find out reasons behind such large number of road accidents; and

(d) if so, the details thereof along with steps taken till date by the Union Government to ensure safety of commuters, pedestrians and slow moving traffic on NHs and Expressways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEV S. KHANDELA): (a) As per the World Road Statistics (WRS) 2009, brought out by the International Road Federation, (IRF) Geneva, India has been reported as having the highest number of fatalities in Road Accidents (114444) as per 2007 data followed by China (81649) during 2007.

(b) The number of road accidents and fatalities on National Highways and Expressways State-wise for the years 2006-2008 (the latest available data) is given in the Statement – I (See below).

(c) As per study report "Road Safety in India: Challenges and Opportunities" prepared by the University of Michigan, Transport Research Institute (UMTRI) and co-authored by Professor Dinesh Mohan from IIT, Delhi, the following six areas where counter measures need to be examined to bring about substantial improvement in road safety in India are:

- i. Pedestrians and other non-motorists in Urban areas.
- ii. Pedestrians, other non motorists and slow vehicles on highways.
- iii. Motorcycles and small cars in Urban areas.
- iv. Over-involvement of trucks and buses.
- v. Nighttime driving; and
- vi. Wrong-way drivers on divided highways.

Safety counter measures for each of these areas, as suggested in the Report, are given in the Statement – II (See below).

(d) The safety of road users is primarily the responsibility of the concerned State Government. However, this Ministry has taken the following steps to improve road safety for road users:

(i) Road safety is an integral part of road design at the planning stage for National Highways/Expressways.

(ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, and enhancement of discipline among contractors during construction, road safety audit on selected stretches, have been undertaken by National Highways Authority of India.

(iii) Provision of paved shoulders for movement of pedestrian and other slow moving vehicles.

(iv) A paved shoulder is in addition to the main carriageway and is distinctly marked by yellow/white line.

(v) Provision of caution signs as per standard Indian Road Congress (IRC) Specifications.

(vi) Spreading awareness about road safety through print and electronic media.

Apart from the above, other facilities provided include pedestrians cross walks at important sections, zebra crossings, pedestrians under passes, over passes, service lanes for 6 Lanning Projects.

Statement – I

Road accidents on NHs and expressways

S. No.	States	Total number of Road Accidents on National Highways*			Total number of Persons killed on National Highways*		
		2006	2007	2008(P)	2006	2007	2008(P)
1	2	3	4	5	6	7	8
1	Andhra Pradesh	15188	13040	12327	5034	4370	4172
2	Arunachal Pradesh	109	67	101	55	23	28
3	Assam	2758	2334	2683	1199	983	1245
4	Bihar	2695	3159	3862	1198	1555	1868
5	Chhattisgarh	4608	3421	4001	749	790	1002
6	Goa	1225	1398	1593	113	143	134
7	Gujarat	7030	7253	7025	1661	1812	1857
8	Haryana	3492	4042	3990	1615	1765	1775
9	Himachal Pradesh	1086	1947	1080	354	585	258
10	Jammu & Kashmir	2013	2385	2365	377	404	487
11	Jharkhand	1849	1718	1860	592	746	882
12	Karnataka	13212	13310	12949	2828	2921	2838

1	2	3	4	5	6	7	8
13	Kerala	10619	11000	9997	1309	1453	1403
14	Madhya Pradesh	11216	10468	10359	1697	1857	1909
15	Maharashtra	14448	13563	13866	3567	3148	3662
16	Manipur	310	307	292	100	63	81
17	Meghalaya	294	153	186	110	77	73
18	Mizoram	32	23	58	22	12	35
19	Nagaland	98	121	36	40	49	31
20	Orissa	3589	3699	3635	1322	1389	1472
21	Punjab	1811	2240	1903	1140	1346	1149
22	Rajasthan	7960	8218	7811	3028	3059	3495
23	Sikkim	51	38	47	20	12	15
24	Tamil Nadu	17763	19910	19158	3982	4430	4417
25	Tripura	383	445	270	92	124	65
26	Uttarakhand	647	788	818	510	504	634
27	Uttar Pradesh	7892	8105	9795	4492	4580	5210
28	West Bengal	5082	4343	4621	1951	2026	2115
UTs							
1	Andaman & Nicobar Islands	0	0	37	0	0	6
2	Chandigarh	86	99	89	29	45	36
3	Dadra & Nagar Haveli	0	0	0	0	0	0
4	Daman & Diu	0	0	0	0	0	0
5	Delhi	1826	956	875	518	286	278
6	Lakshadweep	0	0	0	0	0	0
7	Puducherry	786	372	306	116	55	38
TOTAL		140158	138922	137995	39820	40612	42670

(P) Provisional

* : Includes Expressways

Statement – II

Summary of promising countermeasures

Problem area	Exposure	Risk	Consequences
Pedestrians and other non motorists in urban areas	Separation of motorized and non-motorized traffic on arterial roads	Speed control Roundabouts Restrictions on free left turns	Pedestrian friendly front ends of vehicles
Pedestrians, other non motorists and slow vehicles on highway	Special facilities for slow and local traffic all along highways	Pedestrian detection technology Forward collision warning systems	Pedestrian – friendly front ends of vehicles Crashworthiness of slow vehicles
Motorcycles and small cars in urban areas		Day time running rights Improved lighting and signaling	Enforcement of helmet-use and seatbelt laws Introduction of passive measures like airbags Pedestrian/motorcycle impact standards for small cars
Over – involvement of trucks and buses		Speed control Rest regulations for truck drivers Improved vehicle conspicuity	Safer vehicles fronts
Nighttime driving		Improved head lighting Improved vehicle conspicuity Random alcohol breath testing Rest regulations for truck drivers	
Wrong way drivers on divided highways	Highway design incorporating local needs Enforcement	Forward collision warning systems	