

Deaths due to road accidents

1477. SHRI SHREEGOPAL VYAS: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the State-wise percentage of accidental deaths attributable to roads;
- (b) the break-up percentage attributable to factors such as high speed, bad roads, lack of signals; and
- (c) the new measures through which efforts have been made to check accidents?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO S. KHANDELA) : (a) The State-wise percentage of accidental deaths attributable to roads for the year 2004-2007 (latest available data) is given in Statement-I (*See below*).

(b) Road accident data is compiled in the Ministry in a format developed as per the Asia Pacific Road Accident Database (APRAD) project of United Nations Economic and Social Commission for Asia Pacific (UNESCAP). As per this format the main causes of road accident related deaths like driver's fault, fault of cyclist, fault of pedestrian, defect in condition of motor vehicle, defect in road conditions, weather conditions etc. are compiled. The break up percentage attributable to these factors are given in Statement-II (*See below*). Number of deaths caused due to "exceeding lawful speed" is given within the causes classified as "Driver's fault" and details are given in Statement-III (*See below*). Data on road accident deaths due to lack of signals is not compiled in the APRAD format.

(c) The safety of road users is primarily the responsibility of the concerned State Government. However, this Ministry has taken several steps to improve road safety for road users which are as under:

- (i) Road safety is an integral part of road design at the planning stage for National Highways/Expressways.
- (ii) 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) Refresher training to Heavy Motor Vehicle drivers in the unorganized sector being implemented by the Ministry since 1997-98 under plan activities.
- (iv) Involvement of NGOs for road safety activities by Ministry of Road Transport and Highways and National Highways Authority of India.
- (v) Setting up of Driving Training School in the country.

- (vi) Publicity campaign on road safety awareness both through the audio-visual and print media.
- (vii) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
- (viii) Tightening of safety standards of vehicles.
- (ix) Providing cranes and ambulance to various State Governments/NGOs under National Highway Accident Relief Service Scheme. National Highways Authority of India also provides ambulances at a distance of 50 km. on each of its completed stretches of National Highways under its Operation and Maintenance contracts.
- (x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

In addition to above, the Ministry is in the process of setting up of a separate body *i.e.*, Road Safety and Traffic Management Board on the recommendations of the Sunder committee. Another recommendation of the Committee is to create a dedicated road safety fund namely "National Road Safety Fund" by way of earmarking 1% of the total proceeds of the Cess on diesel and petrol. The proposal has been referred to the Cabinet for their approval.

Statement-I

The state-wise percentage of accidental deaths attributable to roads

Sl. No.	State	2004	2005	2006	2007
1	2	3	4	5	6
States					
1.	Andhra Pradesh	11.4	11.1	12.1	11.8
2.	Arunachal Pradesh	0.2	0.1	0.1	0.1
3.	Assam	1.4	1.6	1.7	1.4
4.	Bihar	1.9	1.7	2.3	3.0
5.	Chhattisgarh	2.2	2.4	2.2	2.3
6.	Goa	0.3	0.3	0.3	0.3
7.	Gujarat	5.9	5.9	5.8	6.0
8.	Haryana	3.7	3.6	3.8	3.9
9.	Himachal Pradesh	0.9	0.9	0.8	0.9
10.	Jammu and Kashmir	1.0	0.9	0.9	0.8

1	2	3	4	5	6
11.	Jharkhand	2.0	2.0	1.8	1.8
12.	Karnataka	7.0	7.3	7.5	7.7
13.	Kerala	3.3	3.3	3.4	3.3
14.	Madhya Pradesh	5.1	5.6	5.0	5.8
15.	Maharashtra	10.7	10.8	10.7	9.8
16.	Manipur	0.1	0.1	0.2	0.1
17.	Meghalaya	0.1	0.1	0.2	0.1
18.	Mizoram	0.1	0.1	0.1	0.0
19.	Nagaland	0.1	0.1	0.1	0.1
20.	Orissa	2.6	2.7	2.6	2.6
21.	Punjab	2.8	2.9	2.9	2.9
22.	Rajasthan	7.0	7.2	6.8	7.1
23.	Sikkim	0.1	0.1	0.1	0.0
24.	Tamil Nadu	10.3	10.3	10.4	10.5
25.	Tripura	0.2	0.2	0.2	0.2
26.	Uttarakhand	1.0	0.9	0.9	0.9
27.	Uttar Pradesh	10.7	10.5	10.3	10.0
28.	West Bengal	5.4	5.0	4.3	4.1
UTs					
1.	Andaman and Nicobar Islands	0.0	0.0	0.0	0.0
2.	Chandigarh	0.2	0.1	0.1	0.1
3.	Dadra and Nagar Haveli	0.1	0.1	0.0	0.1
4.	Daman and Diu	0.0	0.0	0.0	0.0
5.	Delhi	2.1	2.0	2.1	1.9
6.	Lakshadweep	0.0	0.0	0.0	0.0
7.	Puducherry	0.2	0.2	0.2	0.2
TOTAL		100.0	100.0	100.0	100.0

Statement-II

Breakup percentage of accidental deaths by identified causes during the years 2004, 2005, 2006 and 2007

	Drivers' Fault	Fault of Cyclist	Fault of Pedestrian	Defect in Condition of Motor Vehicle	Defect in Road Condition	Weather Conditions	All Other Causes *	Grand Total
2004	75.2	1.1	4.6	2.2	1.6	1.6	13.7	100
2005	74.0	1.1	1.4	2.3	1.9	1.4	17.8	100
2006	73.3	1.2	1.6	2.7	1.9	1.3	18.0	100
2007	75.1	1.6	1.6	2.5	1.6	1.4	16.2	100

*Includes Fault of driver of other vehicles, fault of passengers, poor light condition, falling of boulders, neglect of civic bodies, stray animals, other causes and causes not known.

Statement-III

Persons killed due to exceeding lawful speed limit by the driver

Year	Total No. of Persons Killed resulting from exceeding lawful speed
2004	45106 (48.7)
2005	44346 (46.7)
2006	48123 (45.5)
2007	55883 (48.8)

Data Excludes Delhi State.

Figures within parentheses indicate share (in per cent) out of total persons killed in road accidents in the respective year.

Toll tax centres on NH-8B

1478. SHRI NATUJI HALAJI THAKOR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that on the National Highway No. 8-B from Mumbai to Surat and Express Highway from Ahmedabad to Surat toll tax collection centres have been set up at many places;

(b) if so, the total number of such centres alongwith the distance between Mumbai and Vadodara and Ahmedabad and Vadodara; and