

1	2	3	4	5
11	Tikohawal	Commercial	230,000	—
		Residential	150,000	—
		Agriculture	75,000	—
12.	Ema Mangat	Commercial	50,000	—
		Residential	33,000	—
		Agriculture	17,000	—
13.	Bhangala	Commercial	44,000	—
		Residential	30,000	—
		Agriculture	15,000	—
14.	Mushipur	Commercial	50,000	—
		Residential	33,000	—
		Agriculture	17,000	—

#### Road accident deaths in India

2460. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that the number of road accident deaths in India are the highest in the world;
- (b) if so, the details thereof in India and the world on average during the last three years;
- (c) what are the reasons for such a high number; and
- (d) the steps being taken to prevent the deaths?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) Yes, Sir. As per the World Road Statistics, 2009 brought out by the International Road Federation, Geneva, the latest data on Road accident deaths for most countries have been reported for the year 2007. In terms of reported data, the figure of persons killed in road accidents in India during 2007 is 1,14,444 which is the highest in the world followed by China, who reported a figure of 81,649. World Road Statistics do not provide worldwide total road accidents related deaths because many countries do not report data for the specific year.

(c) Road accidents are mainly caused due to a number of factors such as driver's fault, mechanical defects in the vehicles, fault of pedestrians, bad road, bad weather, cattle, fallen roads etc. Other factors that contribute to road accidents are increase in vehicular population, increase in population, heterogeneous traffic, modern high speed vehicles, increase in road space, etc.

(d) The Government has already approved a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws etc. The Policy envisages implementation of Road Safety activities through a dedicated agency, namely National Road Safety and Traffic Management Board. Besides, this Ministry has taken several steps to prevent the increasing number of road accidents which are as under:—

- (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, 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) Setting up of Driving Training Schools in the country.
- (v) Publicity campaign on road safety awareness both through the audio-visual and print media.
- (vi) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
- (vii) Tightening of safety standards of vehicles.
- (viii) Providing cranes and ambulances 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.
- (ix) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

In addition to that, the Government has already taken steps to create a dedicated body on Road safety and Traffic Management, which would oversee the entire road safety activities in the country including capacity building in the field of research, training on road safety and preparation of action plan for better administration of road safety etc. As an interim measure, the Government has constituted an Expert Committee under the chairmanship of the Secretary of this Ministry to oversee road safety and traffic management issues in a comprehensive manner. The Committee has recently recommended a Road safety Action Plan to the Government.

#### **Method of fixing toll tax on NHs**

†2461. SHRI BHAGAT SINGH KOSHYARI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the method of fixing toll tax on National Highways in the country;
- (b) whether Government/National Highways Authority of India (NHAI) has recently hiked the rate of toll taxes on National Highways;
- (c) if so, the details thereof and the rate of hike/revision in toll tax during each of the last three years;
- (d) whether the persons living in the vicinity of National Highways and using them for commuting also need to pay toll tax; and
- (e) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (e) The method of fixing of User Fee (Toll) for use of any section of a National Highways, permanent bridge, bypass or tunnel forming a part of the national highway, as the case may be, under the provisions of National Highways Fee (Determination of Rates and Collection) Rules, 2008 and the details of revision in user fee rates as also the discounts available for local traffic and local non-commercial vehicles in accordance with these provision of National Highways Fee Rules are given in the Statement.

#### ***Statement***

##### *Details of method of fixing Toll Tax on NHs*

- (a) At present user fee is determined in accordance with the provisions under National Highways Fee (Determination of Rates and Collection) Rules, 2008 notified on 05th December, 2008. These Rules prescribe the base rates of user fee to be levied for use of a section of

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†Original notice of the question was received in Hindi.