

1	2	3
2007-08	2,280.00	1,001.68
2008-09	2,500.00	974.32
2009-10	2,500.00	1,059.10
2010-11	2,800.00	1,989.46 *
2011-12	2,800.00	1,027.25

* -Additional allocation of ` 1,000.10 crore was provided at R.E. stage during 2010-11.

This Ministry has taken up the issue of enhancing the allocations of funds for M&R of NHs from time to time with the Ministry of Finance. Ministry of Finance has agreed to provide additional allocation of ` 300 crore at RE stage of 2011-12.

The Ministry has also taken a policy initiative to take up operation and maintenance of the developed stretches of NHs on Operate-Maintain-Transfer (OMT) basis through private sector participation, thereby leveraging the available resources.

Ban on liquor shop along NH

398. SHRI A. ELAVARASAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that as many as 1.6 lakh people were killed in road accidents in 2010 across the country and drunk driving on highways is one of the major cause for accidents;

(b) if so, the details thereof;

(c) whether Government has any proposal to ban liquor shops along the State and National Highways in an attempt to tackle the number of accidents on highways; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (DR. TUSHAR CHAUDHARY): (a) and (b) Road accident data is compiled in the Ministry in a 19 item format devised under the Asia Pacific Road Accident Database (APRAD)/ Indian Road Accident Data (IRAD) project for the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP). As per the latest available data, a total number of 1,25,660 persons were killed in road accidents during the year 2009 in India. The main cause of accidents on all roads in India during 2009 was driver's fault (78.5%), of which 5.6 % occurred due to consumption of alcohol and drugs.

(c) and (d) Licensing of liquor shops is covered under Excise Policy of the States. The matter regarding removal of liquor shops along Highways was discussed in the 7th meeting of the National Road Safety Council (NRSC) held on 15.1.2004 in New Delhi, where it was unanimously agreed that licenses for liquor vends should not be given along National Highways. Action is to be taken by the concerned State Government in this regard.

Repairing of roads in Uttarakhand

399. SHRIMATI KUSUM RAI:

SHRI BHAGAT SINGH KOSHYARI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware that the work related to repair of National Highways damaged in last years natural disaster in Uttarakhand is going on at a very slow pace;

(b) the details of the repair work being undertaken on such NHs in that State and the present status thereof alongwith the work schedule;

(c) whether NH-87 E between Kathgodam and Almora has particularly been damaged very severely and after a year this road has not been fully repaired; and

(d) if so, whether any responsibility has been fixed and the action being contemplated against guilty, if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) Yes, Sir. In year 2010-11, National Highways in Uttarakhand were damaged due to natural disaster. Immediate repair works were executed on priority basis and permanent restoration works are in progress.

(b) The sanctioned cost of 5 number of such repair works is Rs. 60.25 crore. Financial progress up to March, 2011 was Rs. 36.72 crore. Four number of works out of sanctioned 5 works have been completed up to month ending October, 2011. Only one work between Kathgodam and Almora is in progress.

(c) Yes, Sir. The road between Kathgodam and Almora on NH- 87E was very badly damaged due to breaches at many places caused by river. The quantum of work to be carried out as restoration work was very huge and the whole work was to be executed manually, which took more time. At present, approximately 300 labourers are working and contractor is executing work with full efforts.

(d) The restoration work to be executed is being carried out manually with full efforts. Looking into the quantum of work, no one can be held responsible for such delay.