

construction target 2011-12 as it has developed only 1200 km of National Highways till December, 2011 against its target of 2500 km in 2011-12;

(b) if so, the details thereof and the reasons for the delay;

(c) whether the Planning Commission has also pointed out irregularities in the sale of Rs. 100 billion tax free infrastructure bonds launched by NHAI; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Against the target of construction of 2500 kms. of roads for the year 2011-12, a length of 2248 kms have been constructed and upto December, 2011 against the target of 1630 kms, a length of 1260 kms of road were constructed. The projects have been delayed due to various factors such as poor performance of contractors, delays in obtaining forest/wildlife/railway clearances, law and order problems in some States, delay in land acquisition, etc.

(c) and (d) The reference received from the planning Commission is under examination.

#### **Accident free roads**

3041. SHRI T.M. SELVAGANAPATHI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that India accounts for highest number of road accidents in the world;

(b) whether it is also a fact that the country is loosing several thousand crores of rupees on account of road accidents;

(c) whether it is a fact that Government has asked the developers to design accident free roads; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI TUSHAR BHAI CHAUDHARY): (a) No, Sir. As per 'World Road Statistics' (WRS) 2010, brought out by the International Road Federation, Geneva, United States of America (USA) had reported the maximum number of injury accidents at 16,30,000, followed by Japan at 7,66,147 and India at 4,84,704 road accidents for the year 2008.

(b) The Working Group on Road Accidents, Injury Prevention and Control set up by the Planning Commission in the year 2000 had assessed the social cost of road accidents in India at Rs. 55,000 crore which constituted about 3% of the Gross Domestic Product (GDP) of the country in the year 1999-2000.

(c) and (d) Road accidents occur due to human factors, road design and vehicle defects. Engineering measures are being undertaken by providing service roads, vehicular underpasses, foot over bridges, grade separated intersections etc. in addition to design measures of alignment, road geometry and traffic calming measures by placing of road signages, road markings, delineators etc. in order to make roads accident free.

**Failure of 20 km. per day road building**

3042. SHRIMATI SMRITI ZUBIN IRANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the Ministry failed to achieve the target of building road 20 km. per day in the year 2011-12;

(b) if so, the details thereof mentioning therein the per day km. target achieved in 2011-12; and

(c) the reasons for such a low target achievement and how it will rectify this target achievement in the coming financial year?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRIJITIN PRASADA): (a) and (b) The target achieved on an average during 2011-2012 is 10.39 km. per day. During 2011-2012 as against a target of 2500 km of National Highways, the National Highways Authority of India (NHAI) has completed construction of 2248 km. *i.e.* 6.16 km per day. In addition during 2011-2012 this Ministry has also completed construction of 1547 km. *i.e.* 4.23 km./day of National Highways through State PWDs and Border Roads Organization.

(c) Highway projects have a gestation period of about three years from the date of start of the work. To meet the target of construction at an average rate of 20 km. per day *i.e.* almost 7,000 km per year, it is essential that at any given point of the time, there should be almost three times of this length *i.e.* about 20,000 km of roads were awarded and under construction. NHAI awarded only 5237 km. during period 2007-08 to 2009-10. This comparatively lower quantum of award in previous years affected the completion rate. Progress in implementation has also been affected by poor performance of some contractors, delay in obtaining forest/wild life clearances from Ministry of Environment and Forest, railway clearances, law and order problems