

Z-Morh Tunnel on Srinagar-Leh section of National Highway No -1A (old): Physical progress is Nil. However contract for Construction of Z-Morh tunnel has been awarded to the concessionaire.

Zozila Tunnel on Srinagar-Leh section of National Highway No -1A (old): Physical progress is Nil. However prequalification process of bidders is completed.

(b) and (c) The details are being collected from field.

#### **Conversion of highways into six-lane**

3481. DR. R. LAKSHMANAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the six-lane highways existing and how many of them are in Tamil Nadu;

(b) the details of highways which are to be converted into six-lane during the Twelfth Five Year Plan; and

(c) the details of funds allocated to these projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) to (c) The Government has approved six-laning of 6,500 km of National Highways (NHs) comprising entire Golden Quadrilateral of about 5,700 km and other 800 km identified high density NH corridor under Phase-V of National Highways Development Project (NHDP) in October, 2006. As on May, 2014, 6-laning has been completed in 1,999 km and out of this 221.6 km is in Tamil Nadu. During 2014-15, ₹ 15,013.81 crore has been allocated under budgetary grant to National Highways Authority of India (NHAI) for NHDP which *inter alia* includes 6-laning of NHs under Phase-V of NHDP. Apart from this, targeted market borrowing under Internal & Extra Budgetary Resources (IEBR) is ₹ 9,000 crore during 2014-15.

#### **Frontal barrier crash for safety of cars**

3482. SHRI DEVENDER GOUD T.: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of frontal barriers crash prescribed by the UN's Decade of Action for Road Safety;

(b) whether it is a fact that it has become an international norm for safety of cars;

(c) if so, the details of reasons that India has not made this important standard applicable on Indian cars;

(d) whether in the absence of this important requirement, the danger of lifethreatening injuries become more and more possible; and

(e) if so, the steps the Ministry is planning to take to make the UN's requirement mandatory in all Indian cars?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) to (e) Global Plan for the Decade for Road Safety 2011-2020, developed by UN Road Safety Collaboration, encourages implementation of new car assessment programmes in all regions of the world in order to increase the availability of consumer information about the safety performance of motor vehicles. In India, the steering impact requirement as per IS:11939:1996 was notified for the vehicles specified therein, as amended from time to time, vide Notification S.O. 1365 (E), dated 13.12.2004. Further, a committee has been set up under the chairmanship of Joint Secretary (Transport) with the following terms of reference:

- (i) The testing requirement/test protocols and rating system for the Programme keeping in view of the international experience and the national conditions.
- (ii) Mechanism and methodology for selection of vehicles for assessment.
- (iii) Permanent administrative set up required for implementation and monitoring of the programme.
- (iv) Assessment of fund requirement for the implementation of the programme and mechanism therefor.
- (v) Identification and accreditation of test facilities for conducting the required tests.
- (vi) To recommend time schedules for:
  - (1) Launch of INCAP; and
  - (2) Implementation of INCAP in consultation with the automobile industry on:
    - (a) voluntary basis;
    - (b) mandatory basis.