

Computerization of RTOs

1236. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has made any progress in computerization of Regional Transport Offices (RTOs) across the country;
- (b) if so, the time-frame set for completing the work;
- (c) whether a national data base is being prepared on driving licenses issued and vehicles registered in the country;
- (d) if so, the details thereof; and
- (e) whether any study has been conducted on fake driving licenses in the country, and if so, the details of its findings?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) Yes.

(b) Almost all RTOs have already been computerized. Out of total 1159 RTOs in the country, 1153 RTOs are computerized.

(c) Yes.

(d) National Database on Driving Licenses and Vehicle registration has already been created. Total number of records available in the National Registry for Transport is as below:

- Driving Licenses (DL): 7,14,53,488
- Registration Certificates (RC): 16,21,33,488

(e) No study has been conducted on fake driving licenses in the country by the Ministry. However, a study was conducted on assessing the number of duplicate driving licenses in January, 2015. Out of 6,70,16,851 Driving License records available in National Registry as on 05.01.2015, 7,99,923 Driving Licences were found to have multiple entries comprising a total of 16,72,138 records. Though there are various process-related issues causing existence of duplicate records, it is possible that a part of these duplicate records may be fraudulent.

Accidents due to faulty road engineering

1237. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government's attention has been drawn to alarming increase in road accidents and to the fact most accidents are due to faults in road engineering and deficiencies in DPRs;
- (b) if so, the steps Government is taking to remedy the situation;
- (c) what is the estimated social cost of road accidents; and
- (d) whether there are any plans to introduce cashless treatment facility for accident victims on National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) and (b) Road accidents are caused due to the complex interaction of a number of factors. These include driver's fault, mechanical defects in the vehicles, fault of pedestrians, bad road, bad weather, increase in vehicular population, increase in population, heterogeneous traffic etc. It may not be possible to pin point any one reason for road accidents. The Ministry has taken the following steps to minimize road accidents in the country:—

- (i) The Government has formulated 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.
- (ii) The Government has constituted National Road Safety Council as the apex body to take policy decisions in matters of road safety. The Ministry has requested all States/UTs for setting up of State Road Safety Council and District Road Safety Committees.
- (iii) The Ministry has adopted a multi pronged strategy to address the issue of road safety based on four E's of Road Safety viz. (i) Education (ii) Enforcement (iii) Engineering (roads as well as vehicles) and (iv) Emergency care. Consolidated recommendations have been advised to the States for implementation.
- (iv) Road safety has been made an integral part of road design at the planning stage.
- (v) Road Safety Audit of selected stretches of National Highways/ Expressways.

- (vi) Establishment of model driving training institutes and automated Inspection and Certification Centres.
- (vii) Tightening of safety standards of vehicles like helmets, seat belts, power-steering, rear view mirror, mandating of airbags, anti-lock brake system, speed governors for transport vehicles etc.
- (viii) Publicity and advocacy campaigns on road safety awareness.

(c) The socio economic cost of road accidents in 1999 – 2000 was estimated at 3% of GDP by Planning Commission in their report during Tenth Five Year Plan. This has also been reiterated in Eleventh Five Year Plan by Planning Commission.

(d) Ministry of Road Transport and Highways launched a pilot project for cashless treatment of road accident victims on following stretches:-

- (i) Gurgaon-Jaipur stretch of National Highways No.8.
- (ii) Vadodara – Mumbai stretch of National Highways No. 8
- (iii) Ranchi – Rargaon – Mahulia stretch on National Highways No. 33

The objective of the scheme is to save lives of accident victims by providing prompt and appropriate medical care during ‘Golden Hour’, and thereby reduce fatalities in road accidents. The scheme envisages transport of accident victims from the accident scene to hospital and, where required, from one hospital to another for treatment at a public or private hospital for the first 48 hours or ₹ 30,000/-, whichever is earlier.

Subsidised finance for pending and new projects

1238. SHRI PANKAJ BORA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that Government has asked the Reserve Bank of India for subsidised finance from banks to complete the pending projects and the new projects for roads, highways and ports in the country, if so, the details thereof;
- (b) whether the Ministry has asked the banks to support the infra funds therein; and
- (c) if so, the details of such finance and the terms therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) No, Sir.