

Sl. No.	State/UTs	Issues Raised
		(iv) permit residential construction on landward of existing authorized structures and approved roads within 50 m of backwater.
		Examine inclusion of Vembanad as a Critically Vulnerable Coastal Area in the Notification as the Vembanad as Ashtamudi and Vembanad Backwaters are Ramasar sites and attracts wetland (Conservation and Management) Rules 2010
4.	General issues raised by other coastal States and UTs	<p>(i) CRZ boundary along tidal influenced water bodies based on salinity ingress in several cases is not practical and this provision should be reviewed.</p> <p>(ii) No height restriction for cyclone shelters in the NDZ of CRZ-III.</p> <p>(iii) Fishery-related facilities to be permitted in NDZ including certain temporary constructions in the sand dunes.</p> <p>(iv) Allocation of abandoned salt pans for fishery related activities where there is acute shortage of land.</p> <p>(v) Permit expansion/modernisation of fish-processing units including warehousing</p> <p>(vi) Permit small scale non-polluting livelihood/cottage industrial activities in CRZ area.</p> <p>(vii) CRZ clearance for foreshore facilities for fishing and fishery allied activities such as traditional fish-processing yards, boat building or repair yards, net mending yards, ice plants, ice storage, auction hall and jetties by Gram Panchayat.</p>

Minimising road accidents and deaths

*10. DR. PRABHAKAR KORE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that road accidents in India account for the death of 15 persons every hour, the highest number of road accident deaths in the world;

(b) if so, the number of people killed in road accidents and also the number of people seriously injured or permanently disabled in the country during the last three years;

(c) whether any steps have been taken by Government to minimise road accidents and to save innocent lives from road accidents in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI RADHAKRISHNAN P.): (a) The analysis of road accident data 2015 received from Police Departments of all States/UTs reveals that 17 lives are lost on an average every hour in the country. During 2015, the total number of persons killed in road accidents were 1,46,133.

(b) The information regarding total number of persons killed and grievously injured in road accidents in India during the last three calendar year from 2013 to 2015 is given below:-

Year	Total number of persons killed	Total number of persons grievously injured
2013	1,37,572	1,74,027
2014	1,39,671	1,77,839
2015	1,46,133	1,81,471

(c) and (d) The Ministry of Road Transport and Highways has taken a number of steps to prevent road accidents as per details mentioned under:

- (i) The Government has approved a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws trauma care etc.
- (ii) The Government has constituted the National Road Safety Council as the apex body to take policy decisions in matters of road safety.
- (iii) The Ministry has requested all States/UTs for setting up of State Road Safety Council and District Road Safety Committees, and to hold their meetings regularly.
- (iv) The Ministry has formulated a multi-pronged strategy to address the issue of road safety based on 4 'E's viz. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Based on this, a draft action plan has been shared with the States.
- (v) Road safety has been made an integral part of road design at planning stage.
- (vi) Road Safety Audit of selected stretches of National Highways has been taken up.

- (vii) High priority has been accorded to identification and rectification of black spots (accident prone spots) on national highways. Around 700 such black spots have been identified for improvement.
- (viii) The threshold for four laning of national highway has been reduced from 15,000 Passenger Car Units (PCUs) to 10,000 PCUs. About 52,000 Km. of stretches of State Highways has been identified for conversion to national highways.
- (ix) Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.
- (x) Advocacy/Publicity campaign on road safety through the electronic and print media.
- (xi) Tightening of safety standards for vehicles like Seat Belts, Power-steering, Anti-lock braking system etc.
- (xii) Providing cranes and ambulances to various State Governments under the National Highway Accident Relief Service Scheme for development on National Highways. 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.
- (xiii) Launch of pilot projects for providing cashless treatment of road accident victims on Gurgaon–Jaipur, Vadodara–Mumbai stretch of National Highways No. 8 and Ranchi–Rargaon–Mahulia stretch of National Highway No. 33.

Additional water storage in Okhla Water Works

†*11. SHRI PARVEZ HASHMI: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) whether it is a fact that additional water storage had been arranged in Okhla water works for the smooth supply of water in Okhla legislative constituency and if so, the details thereof;

(b) whether it is also a fact that a project for installation of water plant at Mathura Road was started by the Delhi Government to meet the shortage of water in Okhla Badarpur legislative constituency and if so, the details thereof along with the details of cost and the supply; and

(c) the details of areas to be benefited by this project?

† Original notice of the question was received in Hindi.