

1	2	3	4
5.	Dinajpur Uttar	14.42	14.42
6.	Jalpaiguri	21.90	21.90
7.	Maldah	18.87	18.87
8.	Medinipur East	22.48	0.00
9.	Medinipur West	28.51	3.70
10.	Murshidabad	19.41	0.00
11.	Purulia	21.17	21.17
TOTAL DEVELOPMENT GRANT (DG)		226.64	159.94
CAPACITY BUILDING (CB)		0.00	0.00
GRAND TOTAL (DG+CB)		226.64	159.94
OVERALL TOTAL (DG)		2779.41	2029.44
OVERALL TOTAL (CB)		57.59	15.95
OVERALL GRAND TOTAL (DG+CB)		2837.00	2045.39

\* 22 districts added in 2012-13 under the BRGF Programme.

Note: The State of Telangana was carved out of Andhra Pradesh during 2014-15.

#### Steps for reduction of road accidents

562. SHRI N. GOKULAKRISHNAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government is working to reduce road accidents in the country;

(b) if so, the details thereof;

(c) whether it is a fact that Government has asked the automakers to work towards having safe designs and explore the possibility of use of silicon in tyres as part of its efforts to reduce road accidents; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Road safety is a multi-sectoral and multi-dimensional issue requiring a multipronged approach at various levels. The main thrust of accident prevention and control is on 4 E's, *i.e.* (i) Education, (ii) Enforcement, (iii) Engineering and (iv) Environment and Emergency care of road accident victims. The Ministry of Road Transport and Highways administer Motor

Vehicles (MV) Act 1988 and Central Motor Vehicle Rules (CMVR) 1989. However, its provisions are enforced by the States/UTs. The Ministry of Road Transport and Highways have been issuing advisories to the States/UTs from time to time for strict enforcement of provisions of MV Act 1988 and CMVR 1989.

Ministry has taken a number of steps including long terms strategy to prevent road accidents and road accident fatalities as per details mentioned under:—

- (1) The Government has approved 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.
- (2) The Government has constituted the National Road Safety Council as the apex body to take policy decisions in matters of road safety.
- (3) The Ministry has constituted Group of Ministers of State Transport Ministers to examine the best practices of Transport and suggest issues to improve road safety.
- (4) Based on the recommendation of Group of Minister, the Ministry introduced Motor Vehicle (Amendment) Bill 2017 covering entire gamut of road safety.
- (5) The Bill contains the provision of creation of Motor Vehicle Accident Fund, implementation of Cashless Treatment Scheme during Golden Hour, setting up of a dedicated agency for road safety viz. National Road Safety and Traffic Management Board (NRSTMB), enhancement of penalty for traffic rule violations, etc. which have direct impact on road safety.
- (6) 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.
- (7) Road safety has been made an integral part of road design at planning stage.
- (8) Road Safety Audit of selected stretches of National Highways has been taken up.
- (9) 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.
- (10) Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.

- (11) Advocacy/Publicity campaign on road safety through the electronic and print media.
- (12) Tightening of safety standards for vehicles like Seat Belts, anti-lock braking system etc.
- (13) High priority has been accorded to identification and rectification of black spots (accident prone spots) on national highways.
- (14) Guidelines for identification and rectification of black spots, carrying out road safety audits and preparation of road safety improvement proposals on NHs and also guidelines on implementation of road safety engineering measures on State roads under Central Road Fund (CRF) have been issued.
- (15) 789 black spots based on fatalities in 2011,2012,2013 and 2014 calendars years have been identified. So far 189 spots have already been rectified. Rectification measures at 256 spots have been sanctioned which are in various stages of implementation. 138 spots are on State Government roads/ with other agencies. The balance 206 spots would be taken separately or would be rectified as part of ongoing projects.
- (16) As a measure of supplementing the efforts of States/UTs for minimizing the accident potential at the identified locations/stretchers through engineering improvement on State roads, Ministry of Road Transport and Highways had taken a decision to sanction road safety works on State roads with an earmarked allocation of 10% of funds allocated to the State roads under Central Road Fund.
- (17) Ministry has delegated powers to Regional Officers of MORTH for technical approval to the detailed estimates for rectification of identified Road Accident black spots for expediting the rectification process to ensure safety of road users.
- (18) Ministry had issued guidelines *vide* O.M. dated 14.1.2016 for taking up of Road Safety Audits on National Highways either as part of EPC/BOT projects or as stand-alone Road Safety Audits.
- (19) Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States/UTs.
- (20) In order to ensure safe and smooth flow of traffic, Ministry of Road Transport and Highways has envisaged a plan for replacement of all the Level Crossing on National Highways by ROB/RUBs and replacement/ widening/strengthening of weak and narrow bridges under a scheme Setu Bhartam. Under this programme, construction of 208 Level Crossings at an estimated cost of ₹ 20,800 crore are included.

- (21) Two National Level Workshops and several Regional Training workshops in 11 States have been organized on Road Safety Engineering.
- (22) A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE) and 42 Auditors are certified.
- (23) Ministry of Road Transport and Highways has constituted a District Road Safety Committee in each district of the country to promote awareness amongst road users under the chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district.
- (24) During 2017-18, NHAI has conducted the "Free Eye Check-up" campaign at 50 selected Toll-Plazas in order to reduce the no. of accidents involving Multi Axle Vehicles/Trucks and distributed free glasses to the Truck Drivers having poor vision.

(c) and (d) This Ministry has issued notification S.O. 1139 (E) dated 28.04.2015 and S.O. 2412 (E) dated 03.09.2015 wherein for amendment of Central Motor Vehicles Rules, 1989 (CMVRs) the following crash standards have been notified:—

- (i) Automotive Industry Standard 098-2008 as amended from time to time for Protection of occupants in the event of an Offset Frontal Collision shall be mandatory for the new models from 1st October, 2017 and for all models 1st October, 2019.
- (ii) Automotive Industry Standard 099-2008 as amended from time to time for Side door impact for all passenger cars, Protection of Occupants in the event of Lateral Collision shall be mandatory for the new models from 1st October, 2018 and for all models with effect from 1st October, 2019.

Further, silicon derivatives are used in manufacturing of tyres to improve rolling resistance , road grip and longevity.

#### **Speed of construction work on national highways**

†563. MS. SAROJ PANDEY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) the rate of highway construction in terms of km. per day during the tenure of NDA Government since 2014; and

(b) the corresponding rate during the last three years prior to the said period and the details thereof year-wise?

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† Original notice of the question was received in Hindi.