

Installation of speed governors in commercial taxis

1373. SHRI A. VIJAYAKUMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has any policy to fix speed control governors in commercial taxis and vehicles in the country;

(b) if so, the details thereof;

(c) whether Government will take action to fix any mechanism for individuals owning cars in the country; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Ministry of Road Transport and Highways has notified G.S.R 290(E) dated 15th April, 2015 and G.S.R 424(E) dated 01st May, 2017, making it mandatory for all transport vehicles to be equipped with speed limiting device/speed governor except two wheelers, three wheelers, quadricycles, fire tenders, ambulances, police vehicles and verified and certified by a testing agency specified in rule 126 to have maximum rated speed of not more than 80 kilometre per hour.

(c) and (d) No such decision has been taken by Ministry.

Shortage of construction material

1374. SHRI SANJAY RAUT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the increasing price of sand and acute shortage of the key construction material in various parts of the country have pushed up the cost of highway construction;

(b) if so, the details thereof and Government's response thereto;

(c) whether it is a fact that Government has decided to import sand from neighboring countries to overcome the problem of shortage of sand in the country; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Any increase in

the cost of material pushes the cost of the project. It applies for any project located in any part of the country. To face this problem, ministry encourages alternate materials like use of Fly Ash in embankments, cement treated base/sub-base etc., Cost Benefit Analysis for changing from the Rigid pavement to Flexible pavements due to constraints of limited/non-availability of sand in affected areas. Development of Green Field Corridors in order to reduce cost of land acquisition and utility shifting, forest diversion etc. are also explored.

(c) and (d) In order to mitigate the problem being faced due to shortage of sand, National Highway Authority of India has entered into an Memorandum of Understanding with Inland Waterway Authority of India and Dredging Corporation of India.

Expansion of Salem-Chennai highway

1375. DR. SASIKALA PUSHPA RAMASWAMY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware of the fact that there is stiff opposition to Government's proposal to construct eight lane road from Salem to Chennai in the State of Tamil Nadu;

(b) if so, the details thereof;

(c) whether Government is also aware of the fact that some of the farmers, whose land is proposed to be acquired for the project, committed suicide in protest against acquisition of the land for the project;

(d) if so, the details thereof;

(e) whether Government is reconsidering to drop the project in view of stiff opposition; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) and (b) Four Writ Petitions have been filed in Hon'ble High Court, Madras primarily regarding loss of biodiversity and forest cover.

(c) and (d) No such incident has been reported by the field office in this regard.

(e) and (f) No Sir. Efforts are being made to sensitize people regarding utility of this greenfield corridor that apart from reducing the distance by 68 km. it will also boost economic development in the region.