

and balance length of about 10,000 km of roads under NHDP. The programme is targeted for completion in 2021-2022. During 2017-18, progress achieved towards development of NHs to 4 or more lane NH standards were about 1,399 km upto the period ending December, 2017.

(c) No Sir.

(d) The total length of 4-lane National Highways in Bihar is 813.95 km as in December, 2017.

Steps to curb road accidents

1866. SHRI DEVENDER GOUD T. Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the reasons as to why, in spite of advancements made in road construction, signalling system and sensitizing the citizens of the country, seventeen deaths on Indian roads took place every hour during the last year;

(b) to what extent use of mobiles contribute to accidents;

(c) whether it is a fact that new vehicles are to be blamed for involvement in most of the accidents; and

(d) the concrete action plan the Ministry has to curb accidents and to what extent the proposed Motor Vehicles Bill would help in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH L. MANDAVIYA): (a) The road accident is multi – causal. Ideally the factors responsible should be established through objective assessment of the circumstances under which the road accident occurred. However, based on the extant data reporting system, drivers' fault is single most important factor responsible for road accidents (84%), killings (80.3%) and injuries (83.9%) on all roads in the country. Within drivers' fault category exceeding lawful speed accounted for a highest share of 66.5% in accidents and 61% of accident deaths.

(b) As per the data received from police department of States/UTs for the calendar year 2016, 4976 accidents occurred on India roads due to use of mobile phones resulting in 2138 deaths.

(c) The total number of road accidents and number of persons killed and injured based on age of vehicles for the calendar year 2016 is as under:—

Age of Primary responsible vehicle	Accidents	Killed	Injured
Less than 5 year	1,94,198 (40.3)	56,329 (37.4)	2,03,042 (41.1)
5 - 10 years	1,57,370 (32.7)	49,536 (32.9)	16,0642 (32.5)
10 - 15 years	74,149 (15.4)	23,775 (15.8)	72,982 (14.8)
15 years and above	45,358 (9.4)	17,073 (11.3)	47,391 (9.6)
Age not known	10,598 (2.2)	3,921 (2.6)	10,238 (2.0)

Figures in parenthesis are the percentage share

(d) The Ministry of Road Transport and Highways has taken a number of steps 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 Minister 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 ROBs/RUBs and replacement/widening/strengthening of weak and narrow bridges under a scheme SetuBhartam. 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.

Black Spot Project report from Himachal Pradesh

1867. SHRIMATI VIPLOVE THAKUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has recently received bridges and road project reports and improvement of Black Spot Project reports from Government of Himachal Pradesh for approval;

(b) if so, the details thereof, proposal-wise;

(c) the current status of these proposals alongwith the time by which these proposals are likely to be approved;

(d) whether Government has detected any flaws in any of these proposals; and

(e) if so, the details thereof, proposal-wise, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH L. MANDAVIYA): (a) to (e) This Ministry is responsible for the development and maintenance of National Highways in the country and the same are carried out depending upon the traffic, availability of funds and *inter-se* priority of works. The details of estimates for road and bridge