

crisis faced by the Concessionaire. Till now, 184.80 kms. out of total length of 188.752 kms. has been completed. Concessionaire has raised the claims of ₹ 1401.9 crore subject to final settlement. The expected completion date for remaining length is April, 2019.

Hill Road Safety Policy

2813. SHRIMATI VANDANA CHAVAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Ministry has taken cognizance of increasing accidents in the Hilly States of the country;

(b) details of additional safety measures put in place in hilly areas as compared to plain roads and the mechanism put in place to undertake audit of the same;

(c) whether the Ministry proposes to come up with a Hill Road Safety Policy, as hilly terrains demand different consideration than roads in plain areas;

(d) if so, details and progress thereof; and

(e) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) As per information received from the police department of Hilly States, total number of road accidents during the calendar years 2014 to 2017 are shown in the table given below:-

Sl. No.	States/UTs	2014	2015	2016	2017
1.	Arunachal Pradesh	205	284	249	241
2.	Assam	7144	6959	7435	7170
3.	Himachal Pradesh	3058	3010	3168	3114
4.	Jammu and Kashmir	5861	5836	5501	5624
5.	Manipur	743	671	538	578
6.	Meghalaya	542	606	620	675
7.	Mizoram	132	70	83	68
8.	Nagaland	305	54	75	531
9.	Sikkim	203	219	210	196

Sl. No.	States/UTs	2014	2015	2016	2017
10.	Tripura	716	647	557	503
11.	Uttarakhand	1410	1523	1591	1603
12.	West Bengal	12875	13208	13580	11631
	TOTAL	33194	33087	33607	31934

(b) to (e) IRS: SP 48-1998 "Hill Road Manual" provides a comprehensive detail for design, construction and maintenance of roads in hilly areas. Additional safety measures such as adequate width, curve radii, easy gradient, sight distance, railing, snow fences, road signage, road marking, delineators, crash barrier etc. are provided on hilly roads to reduce accidents. These measures are made as an integral part of the highways development projects depending upon the site requirement, land availability etc.

Apart from the above manual, all States have been mandated to form their own road safety policy for traffic and transport management based on their own geographical and special conditions. All Hilly States have formed Road safety policy.

The Ministry of Road Transport and Highways administers different schemes to improve road safety scenario in the country. These schemes include setting up of Institute of Driving and Training Research (IDTR), setting up Inspection and Certification (I & C) Centre, Publicity and Awareness campaign, National Highways Accident Relief Service Scheme, Road Safety and Pollution Testing Equipment and Programme Implementation.

The Government has constituted the National Road Safety Council as the apex body to take policy decisions in matters of road safety. Road safety is a multi-sectoral and multi-dimensional issue requiring a multipronged approach at various levels.

The Ministry of Road Transport and Highways has introduced Motor Vehicle (Amendment) Bill in the Lok Sabha covering entire gamut of road safety including drunken driving. The Bill *inter alia* envisages to enhance the penalty amount for drunk driving under Section 185 of the Motor Vehicle Act. Besides, the Ministry of Road Transport and Highways administers 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 has taken a number of steps to prevent such road accidents as per details mentioned under:

- (i) The Government has launched a mobile app for highway users *i.e.* "SukhadYatra 1033" which enables highway users to report potholes and other safety hazards on National Highways including accidents.

- (ii) Rectification of identified black spots.
- (iii) Road Safety Audits are being carried out at all stages of development of the highway *i.e.* design/construction/operation stages.
- (iv) Facilities such as foot over bridges and underpasses are being provided wherever required, for safe crossing of pedestrians and other road users.
- (v) Road Safety Week is observed every calendar year for spreading awareness about safer behaviour of road users on National Highways.
- (vi) 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.
- (vii) 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. Based on the recommendation of Group of Ministers, the Ministry introduced Motor Vehicle (Amendment) Bill, 2017 covering entire gamut of road safety.
- (viii) 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.
- (ix) Road safety has been made an integral part of road design at planning stage.
- (x) 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.
- (xi) Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganised sector.
- (xii) Advocacy/Publicity campaign on road safety through the electronic and print media.

- (xiii) Tightening of safety standards for vehicles like Seat Belts, anti-lock braking system etc.
- (xiv) High priority has been accorded to identification and rectification of black spots (accident prone spots) on National Highways.
- (xv) 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.
- (xvi) 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.
- (xvii) 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.
- (xviii) Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States/UTs.
- (xix) A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE) and 42 Auditors are certified.
- (xx) 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.

Cracks on NH-75

2814. SHRI DHIRAJ PRASAD SAHU: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has received any complaint regarding cracks appearing on four laning of Kutchery Chowk, Ranchi-Piska More, Biju Para section on NH-75 from 0.00 km. to 34.00 km. in Jharkhand, which is still under construction; and