

(c) if not, whether Government will consider providing relief to the families of victims, in future; and

(d) whether Government is aware of continuous increase in the number of deaths in the accidents on National Highways in Uttar Pradesh during last three years, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (c) No Sir. No such proposal is under consideration.

(d) As per "Road Accidents in India 2017" which is prepared based on data furnished by the States and UTs the total number of killed on National Highways in Uttar Pradesh during the last three calendar years are as under:—

Years	Total number of persons killed in Uttar Pradesh on National Highways
2015	7773
2016	7469
2017	7946

Reducing road accidents

833. SHRI HARNATH SINGH YADAV: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of road accidents including persons injured/deaths in the country during last three years till date, State/Year-wise;

(b) the reasons for increase in number of accidents in the country;

(c) whether Government has taken any measures to check the road accidents and if so, the details thereof;

(d) the steps taken by Government to tackle the road accidents and the compensation paid by Government; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) As per information received from all States/UTs total number of accidents and the total number of persons killed and injured in road accidents in the country during the last three calendar years *i.e.* 2015 to 2017 are given at below:—

Years	Total Number of Road accidents	Total Number of Persons killed	Total Number of Persons Injured
2015	5,01,423	1,46,133	5,00,279
2016	4,80,652	1,50,785	4,94,624
2017	4,64,910	1,47,913	4,70,975

States/UTs-wise details of accidents and the total number of persons injured and killed in road accidents during the last three calendar years *i.e.* 2015 to 2017, are given in the Statement-I, II and III respectively (*See* below).

(b) The main reasons for increasing accidents are use of mobile phone, drunken driving/consumption of alcohol/drug, overloaded vehicle, poor light condition, Jumping red light, over speeding, overtaking, neglect of civic bodies, weather condition, fault of driver, driving on wrong side, defect in road condition, defect in condition of motor vehicle, fault of cyclist, fault of pedestrian, in the country.

(c) to (e) 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.

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

- (i) Government has launched a mobile app for highway users *i.e.* “Sukhad Yatra 1033” which enables highways 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 under passes 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 minimising 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 14.01.2016 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.
- (xxi) Free Eye Check-up Camp and distribution of eye glasses is conducted for truck/bus drivers operating on NH.
- (xxii) Capacity building through training of NHAI field staff/Concessionaires/Contractors/Consultants engaged in NHAI project works throughout India.
- (xxiii) Facilities such as Foot Over Bridges and underpasses are being provided wherever required, for safe crossing of pedestrians and other road users.
- (xxiv) Removal of Liquor Shops as per directions of Hon'ble Supreme Court *vide* circular of F. No. RW/NH-33044/309/2016/S&R dated 06.04.2017 and 01.06.2017.

Compensation for death in road accident to the victims/legal heir of the victim is provided under various provisions of the Motor Vehicles Act, 1988. These are:—(i) As per section 161 of the Motor Vehicles Act, 1988, in cases where the identity of the vehicle causing accident is not established and it is impossible to determine the owner of the vehicle causing accident/insurer are known as “hit and run cases”. In such cases, compensation is paid to the accident victim from a Solatium Fund, maintained by the General Insurance Corporation(GIC), through a surcharge on the Insurance Policies and such compensations are paid on the orders of District Magistrates after due Inquiry. (ii) Compensation to road accident victims on 'no fault principle'

(i.e. where the victims or their heirs/successors do not have to prove the negligence of the motor vehicles to claim such compensation) is given under Section 163A of the MV Act. (iii) Section 165 of the Motor Vehicles Act, 1988, also allows application for compensation to Motor Accident Claim Tribunal (MACT) or Civil Courts, as the case may be, on the principle of fault/negligence of the vehicle. In such cases, MACT or the Courts are authorised to award the compensation without limit.

Statement-I

State/UT-wise details of Total Number of Road Accidents in India: 2015 to 2017

Sl.No.	States/UTs	2015	2016	2017
1.	Andhra Pradesh	24258	24888	25727
2.	Arunachal Pradesh	284	249	241
3.	Assam	6959	7435	7170
4.	Bihar	9555	8222	8855
5.	Chhattisgarh	14446	13580	13563
6.	Goa	4338	4304	3917
7.	Gujarat	23183	21859	19081
8.	Haryana	11174	11234	11258
9.	Himachal Pradesh	3010	3168	3114
10.	Jammu and Kashmir	5836	5501	5624
11.	Jharkhand	5162	4932	5198
12.	Karnataka	44011	44403	42542
13.	Kerala	39014	39420	38470
14.	Madhya Pradesh	54947	53972	53399
15.	Maharashtra	63805	39878	35853
16.	Manipur	671	538	578
17.	Meghalaya	606	620	675
18.	Mizoram	70	83	68
19.	Nagaland	54	75	531
20.	Odisha	10542	10532	10855
21.	Punjab	6702	6952	6273
22.	Rajasthan	24072	23066	22112
23.	Sikkim	219	210	196

Sl.No.	States/UTs	2015	2016	2017
24.	Tamil Nadu	69059	71431	65562
25.	Telangana	21252	22811	22484
26.	Tripura	647	557	503
27.	Uttarakhand	1523	1591	1603
28.	Uttar Pradesh	32385	35612	38783
29.	West Bengal	13208	13580	11631
30.	Andaman and Nicobar Islands	258	238	189
31.	Chandigarh	416	428	342
32.	Dadra and Nagar Haveli	69	70	67
33.	Daman and Diu	70	71	79
34.	Delhi	8085	7375	6673
35.	Lakshadweep	3	1	1
36.	Puducherry	1530	1766	1693
TOTAL		501423	480652	464910

Statement-II

*State/UT-wise details of Total Number of Persons killed in
Road Accidents in India: 2015 to 2017*

Sl.No.	State/UTs	2015	2016	2017
1.	Andhra Pradesh	8297	8541	8060
2.	Arunachal Pradesh	127	149	110
3.	Assam	2397	2572	2783
4.	Bihar	5421	4901	5554
5.	Chhattisgarh	4082	3908	4136
6.	Goa	311	336	328
7.	Gujarat	8119	8136	7289
8.	Haryana	4879	5024	5120
9.	Himachal Pradesh	1096	1271	1203
10.	Jammu and Kashmir	917	958	926
11.	Jharkhand	2893	3027	3256
12.	Karnataka	10856	11133	10609

Sl.No.	States/UTs	2015	2016	2017
13.	Kerala	4196	4287	4131
14.	Madhya Pradesh	9314	9646	10177
15.	Maharashtra	13212	12935	12264
16.	Manipur	139	81	136
17.	Meghalaya	183	150	182
18.	Mizoram	72	70	60
19.	Nagaland	30	46	41
20.	Odisha	4303	4463	4790
21.	Punjab	4893	5077	4463
22.	Rajasthan	10510	10465	10444
23.	Sikkim	70	85	78
24.	Tamil Nadu	15642	17218	16157
25.	Telangana	7110	7219	6596
26.	Tripura	158	173	161
27.	Uttarakhand	913	962	942
28.	Uttar Pradesh	17666	19320	20124
29.	West Bengal	6234	6544	5769
30.	Andaman and Nicobar Islands	23	17	21
31.	Chandigarh	129	151	107
32.	Dadra and Nagar Haveli	42	46	43
33.	Daman and Diu	42	38	36
34.	Delhi	1622	1591	1584
35.	Lakshadweep	0	1	0
36.	Puducherry	235	244	233
TOTAL		146133	150785	147913

Statement-III

*State/UT-wise details of Total Number of Persons Injured in
Road Accidents in India: 2015 to 2017*

Sl.No.	States/UTs	2015	2016	2017
1.	Andhra Pradesh	29439	30051	27475

Sl.No.	States/UTs	2015	2016	2017
2.	Arunachal Pradesh	359	391	316
3.	Assam	7068	6127	6163
4.	Bihar	6835	5651	6014
5.	Chhattisgarh	13426	12955	12550
6.	Goa	2055	2026	1922
7.	Gujarat	21448	19949	16802
8.	Haryana	10794	10531	10339
9.	Himachal Pradesh	5108	5764	5452
10.	Jammu and Kashmir	8142	7692	7419
11.	Jharkhand	4038	3793	3918
12.	Karnataka	56971	54556	52961
13.	Kerala	43735	44108	42671
14.	Madhya Pradesh	55815	57873	57532
15.	Maharashtra	39606	35884	32128
16.	Manipur	1201	955	1027
17.	Meghalaya	319	354	354
18.	Mizoram	103	68	55
19.	Nagaland	74	120	375
20.	Odisha	11825	11312	11198
21.	Punjab	4414	4351	4218
22.	Rajasthan	26153	24103	22071
23.	Sikkim	337	263	479
24.	Tamil Nadu	79746	82163	74571
25.	Telangana	22948	24217	23990
26.	Tripura	1028	853	718
27.	Uttarakhand	1657	1735	1631
28.	Uttar Pradesh	23205	25096	27494
29.	West Bengal	11794	11859	10091

Sl.No.	States/UTs	2015	2016	2017
30.	Andaman and Nicobar Islands	331	323	263
31.	Chandigarh	331	329	302
32.	Dadra and Nagar Haveli	97	130	60
33.	Daman and Diu	64	102	70
34.	Delhi	8258	7154	6604
35.	Lakshadweep	3	0	1
36.	Puducherry	1552	1786	1741
TOTAL		500279	494624	470975

NHs in Andhra Pradesh

834. SHRI V. VIJAYASAI REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether more than 1000 kms. of National Highways are single lane and nearly 2,600 kms. of NHs are two lane in Andhra Pradesh;

(b) if so, details thereof, district-wise;

(c) reasons that such huge length of NHs are still languishing with single or two lanes;

(d) details of constraints that the Ministry is facing to convert these into four/six lane roads;

(e) efforts made by this Ministry to overcome those constraints; and

(f) length in kilometres in A.P. that are going to be converted into four lane and six lane out of proposed 2,700 kms. in 2016-17?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (e) The length of single lane NH is 560 km and length of two lane NH is 3459 km in Andhra Pradesh. Development of National Highway to two to six lane standard is taken up in a phased manner depending on traffic volume, availability of funds and *inter se* priority of works.

(f) In Andhra Pradesh, 505 km length for preparation of Detailed Project Report (DPR) and 670 km length for implementation to four/six laning has been taken up.