

of road accidents, fatalities and persons injured in the country during the calendar years *i.e* 2017 and 2018 are as under:

On all roads including Highways

Year	Total Accidents	Number of persons killed	Number of persons Injured
2017	464,910	147,913	470,975
2018	467,044	151,417	469,418
% increase(+)or decrease (-)	(+) 0.46%	(+)2.37%	(-)0.33%

Capital cost of Vijayawada-Machilipatnam section on NH-65

1271. SHRI KANAKAMEDALA RAVINDRA KUMAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has notified the final capital cost of Vijayawada-Machilipatnam section of National Highway number 65 (old NH-9);
- (b) if so, the details thereof; and
- (c) the details of recovery of capital cost through user fee realized so far?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) and (b) No Sir. However, as per the User Fee Notification for Vijayawada-Machilipatnam Section of NH-65 (Old NH-9) published in the Gazette of India, the capital cost of Project is ₹ 1540.82 crores.

- (c) An amount of ₹ 17.716 Crores has been realised through User Fee collection since the commencement of commercial operations on 26.06.2019 upto 25.02.2020.

Proposal for widening NH-45

1272. SHRI T.K. RANGARAJAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government is undergoing any fund constraints for development of roads;
- (b) if so, whether it will affect the proposal for improving the NH-45 between Tambaram and Chengalpattu in Tamil Nadu; and

- (c) by when the proposal for widening NH-45 will be implemented?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) to (c) No Sir. The work of Detailed Project Report for feasibility of 6-laning/8-laning from Tambaram-Chegalpattu-Tindivanam has been taken up by National Highways Authority of India. Further, widening work on Tambaram to Guduvancherry amounting to ₹ 65.00 crores has also been sanctioned and the work has been taken up by the State Government.

Privatisation of Chennai port

1273. SHRI P. WILSON: Will the Minister of SHIPPING be pleased to state:

- (a) the reasons as to why coal, iron ore, etc. are not allowed to come into port, despite there being no legal obstacles; and
- (b) whether there is any move to privatise Chennai port?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) In 2011 Hon'ble High Court of Madras ordered stoppage of coal handling at Chennai port. The Chennai port filed SLP(C) No. CCC No. 743 - 747 of 2012 in the Hon'ble Supreme Court against the judgment of High Court of Madras. On admitting the SLP, Hon'ble Supreme Court referred the matter to the Empowered Committee. The Empowered Committee recommended that if the port was able to keep the pollution level within the permissible limit for at least one year continuously, it may approach the State Pollution Control Board and obtain the required statutory clearances for handling dusty cargo like coal. The Chennai port approached possible operators/customers to study the feasibility for developing a modern facility for handling coal in dust free manner using state of the art technology as recommended by the Empowered Committee. However, in view of the strict competition and capacity creation in neighboring ports in the region, the response was not encouraging.

- (b) No, Sir.

Setting up new SAI centres

†1274. SHRIMATI KANTA KARDAM: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

†Original notice of the question was received in Hindi.