

## QUESTION DETAILS

MINISTRY OF : ROAD TRANSPORT & HIGH WAYS

### RAJYA SABHA

UNSTARRED QUESTION NO 97  
TO BE ANSWERED ON 04.02.2019  
Road accidents on Delhi Mumbai NH

97. Shri G.C. Chandrashekhar

Will the Minister of ROAD TRANSPORT & HIGH WAYS be pleased to state:-

- (a) whether killer Indian roads claim lives of 56 pedestrian per day, according to an official report;
- (b) if so, the details of road accidents during the last three years, State-wise including Karnataka;
- (c) whether thirty per cent stretch of Delhi-Mumbai Highway is unsafe for cars, according to a study by World Bank and National Highways Authority of India (NHAI);
- (d) if so, the details thereof; and
- (e) the remedial measures being taken by Government to reduce road accidents and to improve road safety in the country?

**Answer**

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

(SHRI MANSUKH L. MANDAVIYA)

(a) As per information received from States/UTs the total number of Pedestrians killed under the category of road user during the last three calendar years i.e 2015 to 2017 are shown in the table given below:-

Years	Total number of persons killed in the country	Pedestrian killed under the category of road user in the country	Pedestrian killed per day in the country
2015	1,46,133	13894	38
2016	1,50,785 ( 3.2)	15746 (13.3)	43 (13.2)
2017	1,47,913 (- 1.9)	20457 (29.9)	56 (30.2)

Figures in Parenthesis indicate the percentage increase or decrease

- i. The total persons killed has decreased in 2017 as compared to 2016 by about 1.9 percent.
- ii. The pedestrians killed in 2017 has increased as compared to 2016 by about 29.9 percent.
- iii. The average number of pedestrians killed per day in the country has increased from 38 in 2015 to 56 in 2017

(b) The State-UT wise details in respect of number of Pedestrians killed under the category of road user including Karnataka State and Road accidents during the last three calendar years i.e 2015 to 2017 are given at Annexure-I and Annexure –II.

( c ) & (d) As per the study conducted by International Road Assessment Programme (IRAP) organization. IRAP studied 1397.4 km of Delhi-Mumbai corridor (divided road) and 1318.3 km of Mumbai-Chennai corridor (divided road). The IRAP study provides star rating of the road sections considering more than 50 parameters of the road cross-section and geometry. It was found out that 30% of the length was having less than 3-Star rating (where 5-Star means safest and 1-Star means unsafe). Similarly, for Mumbai-Chennai corridor 50% of the length was found to be of less than 3-Star rating.

The National Highway passing through urban/semi urban areas or developed villages required pedestrian

The National Highway passing through urban/semi-urban areas or developed villages required pedestrian and NMT facilities, which are absent as per study. Also, traffic is moving through the intersections at speed higher than 60 kmph. According to i-RAP, for the design speed of 100 kmph for the two corridors, and based on operating speed of 85th percentile speed, the roads were considered to be unsafe for motor vehicles for 30% and 50% length respectively.

(e) The Government has made necessary amendment in Section 135 and Schedule VII of Companies Act as well as the provisions of the Companies (Corporate Social Responsibility Policy) Rule 2014 which inter-alia envisage that every qualifying company requires spending of at least 2% of its average net profit for the immediately preceding 3 financial years on CSR activities. These activities also include road safety. 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: -

- (i) Government has launched a mobile app for highway users i.e. "SukhadYatra 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 & 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 Minister, 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.
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- (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 unorganized 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.
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- (xv) As a measure of supplementing the efforts of States / UTs for minimizing the accident potential at the identified locations / stretches through engineering improvement on state roads, Ministry of Road Transport & 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

~~Engineers (NH&I) and 12 districts are covered.~~

(xx) Ministry of Road Transport & 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 & 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.

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