

**GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA**

UNSTARRED QUESTION NO:1047
ANSWERED ON:17.07.2014
VOLVO BUS ACCIDENTS
Galla Shri Jayadev

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the incidents of Volvo bus accidents have gone up in the country particularly in Andhra Pradesh and killed more than hundred people in the recent past;
- (b) if so, whether any Committee has been constituted to probe into the accidents involving volvo buses;
- (c) if so, whether the Committee has submitted its Report along with the details of recommendations made by the Committee; and
- (d) if so, the action taken by the Government on these recommendations?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHANPAL GURJAR)

(a) Ministry does not maintain accident data automobile manufacturer-wise. However, as per the information received by the Ministry, there were two accidents involving Volvo buses in Andhra Pradesh on 30th October, 2013 resulting in death of 45 persons and in Karnataka on resulting in death of seven persons due to burning.

(b) Ministry had requested National Automotive Testing and R&D Infrastructure Project(NATRIP) to enquire into the incident that took place in Andhra Pradesh.

(c) On the basis of the preliminary data collection and analysis, NATRIP made the following recommendations in the report of the preliminary enquiry in other to reduce crashes of this kind:

- 1) Proper signage should exist on the highway. Features such as narrowing of lanes and presence of culverts as well as other features such as turns, rough roads, merges and exits, etc. should be properly highlighted.
- 2) There should be no gaps in crash barriers. Culverts should not have an exposed edge and should be designed properly.
- 3) Bus manufacturers should be advised to look into having fuel tanks only towards the centre of the bus and not on the sides. This would ensure that they are not exposed to impact.
- 4) Bus and bus body manufacturers should be advised to have openable and easily accessible emergency exits. All glass widows should be either openable or have easily accessible hammers.
- 5) Tour operators should be advised to implement norms for drivers to ensure that they are not fatigued during the journey.

(d) The Ministry has already initiated action on the recommendations made in the preliminary enquiry report. National Highways of India (NHAI) has informed that the Road Safety Expert inspected the accident spot and his final recommendation is as under:

Though all the safety measures are in place and there are no geometric or safety deficiencies in the road of the above location, it is suggested to straighten the kerb and crash barrier by shifting in to the central median to have straight alignment so that even a careless driver cannot hit the kerb or crash barriers.

NHAI has intimated necessary action on the recommendations of the Road Safety Expert. Automotive Research Association of India (ARAI) and Central Institute of Road Transport (CIRT) have been requested to minutely examine the provisions relating to emergency exit and other provisions of Automotive Industry Standard AIS 052: Code of Practices for Bus Body Design & Approval, and recommend necessary amendments in the AIS so as to ensure that no provision of bus code contravenes the provisions of Central Motor Vehicles Rules, 1989 (CMVRs). However, enforcement of provisions of the CMVRs is done by the State Governments/Union Territory Administrations. Therefore, all State Governments have been requested to suggest measures for enhancing safety of buses and bus passengers.