

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
LOK SABHA
UNSTARRED QUESTION NO. 1830
ANSWERED ON 28th DECEMBER, 2017

ROAD SAFETY POLICY

1830. SHRI KONAKALLA NARAYANA RAO:

SHRI ASADUDDIN OWAISI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Union and State Governments are framing a road safety policy and lead agencies have been identified to work as secretariats of the State Road Safety Councils to coordinate on activities such as issuance of driving licences, registration of vehicles, road safety and features of vehicles;

(b) if so, the details thereof and progress made therein, State-wise;

(c) whether 90% of the deaths due to road accidents are a result of a lack of strict enforcement of safety rules and punishment, if so, the details thereof and reasons therefor;

(d) whether it is also a fact that only half of the number of victims' families received compensations, if so, the details thereof during each of the last three years and the current year, State-wise particularly in Andhra Pradesh and reasons therefor; and

(e) the steps being taken to fix responsibility and functions of the councils by periodically reviewing the laws and take appropriate remedial steps along with the setting up of lead agencies and district road safety committees by January 31, 2018?

ANSWER
THE MINISTER OF STATE IN THE
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
(SHRI MANSUKH L. MANDAVIYA)

(a) & (b) No, Madam. The Union Cabinet has already approved the National Road Safety Policy in 2010. Ministry of Road Transport & Highways has introduced a Motor Vehicle (Amendment) Bill, 2017 in the House. Lok Sabha has passed the Bill and currently it is before Rajya Sabha for passing. The Bill contains the provision of setting up of National Road Safety Traffic Management Board (NRSTMB) which will work as lead agency for the Government of India. The Hon'ble Supreme Court has directed all the States to frame State Road Safety Policy and establish lead agency to all States / UTs. As per information available with Ministry of Road Transport & Highways, all the States / UTs except Assam, Nagaland, Tripura, Delhi, Lakshadweep, Dadra and Nagar Haveli and Andaman have notified the Road Safety Policy.

(c) Any road accident or road accident death may have multiple dimensional. Ideally, the factor responsible should be established through objective assessment of the circumstances under which the road accident occurred. Based on the extent data reporting system, drivers fault is single most important factor responsible for road accident (84%) killings, (80.3%) injuries (83.9%) on all roads in the country 2016.

(d) As per Section 165(1) of Motor Vehicles Act, 1988, a State Government may, by notification in the official Gazette, constitute one or more Motor Accidents Claims Tribunals for such area as may be specified in the notification for the purpose of adjudicating upon claims for compensation in respect of accidents involving the death of, or bodily injury to, persons arising out of the use of motor vehicles, or damages to any property of the third party so arising, or both. Sub-section (2) of Section 165 empowers the State Government to appoint such number of members as the State Government may think fit to appoint. Sub-section (3) of Section 165 empowers State Government to regulate distribution of business if there are two or more Claims Tribunals for an area. Thus, the matter regarding disposal of cases by Motor Accident Claims Tribunals comes under the jurisdiction of State Governments. The State-wise data for pending road accident cases / compensation is not maintained by the Ministry of Road Transport & Highways.

(e) As per Section 215 (3) of Motor Vehicle Act 1988, District Road Safety Committee are to be constituted by the State Government.
