

It is expected to fill up the backlog reservations to the extent of available vacancies by 31.10.1990.

**Development of National Highway No. 31-A**

1695. SHRI NANDU THAPA: Will the PRIME MINISTER be pleased to state:

(a) whether there has been a demand for development of national highway No. 31-A and its double laning between Siliguri to Gangtok for a long time; and

(b) if so, the plans chalked out for development of this vital road for the state of Sikkim and the stage at which the matter stands at present?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DR. RAJA RAMANNA): (a) and (b) National Highway 31-A starts from Sevoke and runs upto Gangtok. The road from Siliguri to Sevoke is part of National Highway 31. National Highway 31-A is fully developed to single lane National Highway specifications. The present traffic intensity does not justify double laning of the road.

**Recommendations of Transport Safety Board**

1696. SHRI K. S. RAO: Will the PRIME MINISTER be pleased to state:

(a) the details of the major recommendations made by the Transport Safety Board for improving the safety in the road, rail and civil aviation sectors; and

(b) the steps proposed to be taken by the Government to implement the recommendations of the Board?

THE PRIME MINISTER (SHRI VISHWANATH PRATAP SINGH): (a) The Na-

tional Transportation Safety Board had made 47 recommendations for improving the safety in the road, rail and civil aviation sectors. The details of the recommendations are given in the statement below.

(b) While some recommendations have already been implemented, others are under various stages of examination and implementation by the respective sector Ministries.

**STATEMENT**

*Recommendations Made in the Road Sector*

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| 1.0 | <b>RECOMMENDATIONS MADE</b>  |
| 1.1 | Massive Drive for provision of road signs at potential dangerous locations like, sharp curves on hill roads.                         |
| 1.2 | Design guidelines for construction of pedestrian footpaths in urban areas.   |
| 1.3 | Safety precautions of Causways   |
| 1.4 | Safety infrastructure to be provided on roads running parallel to rivers or canals.  |
| 1.5 | Restriction on use of hump type speed breakers at the approach to Railway level crossings and use of rumble strips at such locations |
| 1.6 | Provision of automatic slack adjusters on all new medium & heavy commercial vehicles equipped with air mechanical brake systems.     |
| 1.7 | Provision of suitable emergency exits in buses   |
| 1.8 | Provision of fire resistant upholstery in buses.   |