

**FIFTEENTH KERALA LEGISLATIVE ASSEMBLY**

**COMMITTEE ON PUBLIC ACCOUNTS**

**(2021-23)**

**ELEVENTH REPORT**

**(Presented on 16<sup>th</sup> March, 2022)**



**SECRETARIAT OF THE KERALA LEGISLATURE**

**THIRUVANANTHAPURAM**

**2022**

**FIFTEENTH KERALA LEGISLATIVE ASSEMBLY**

**COMMITTEE  
ON  
PUBLIC ACCOUNTS  
(2021-23)**

**ELEVENTH REPORT**

**on**

**Action Taken by Government on the Recommendations contained in the Forty  
Second Report of the Committee on Public Accounts (2011-2014)**

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# **COMMITTEE ON PUBLIC ACCOUNTS**

**(2021-2023)**

## **Chairman:**

Shri Sunny Joseph

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Shri Reji B., Joint Secretary

Shri R. Venugopal, Deputy Secretary

Smt. Shamy J., Under Secretary.

## INTRODUCTION

I, the Chairman, Committee on Public Accounts, having been authorised by the Committee to present this Report, on their behalf present the Eleventh Report on Action Taken by Government on the Recommendations contained in the Forty Second Report of the Committee on Public Accounts (2011-2014).

The Committee considered and finalised this Report at the meeting held on 11<sup>th</sup> March, 2022.

Thiruvananthapuram  
16<sup>th</sup> March, 2022.

**SUNNY JOSEPH,**  
*Chairman,*  
*Committee on Public Accounts.*

## **REPORT**

This Report deals with the Action Taken by the Government on the recommendations contained in the 42<sup>nd</sup> Report of the Committee on Public Accounts (2011-14).

The 42<sup>nd</sup> Report of the Committee on Public Accounts (2011-14) was presented to the House on 28<sup>th</sup> January 2014. The Report contained twenty five recommendations relating to Transport, Public Works, Revenue, Home, Local Self Government and Health and Family Welfare departments. The report was forwarded to Government on 02.06.2014 seeking the statements of Action on the recommendations contained in the Report and the final reply was received on 05.01.2021.

The Committee examined the statements of Action received from the Government at its meeting held on 06.01.2016, 21.06.2017, 18.07.2018, 21.11.2018 and 01.07.2020. The Committee was not satisfied with the Action Taken by Government on the recommendations in para No.51, 62, 77 and 78 and decided to pursue further. These recommendations, reply furnished there on and further recommendations of the Committee are included in Chapter I of this Report.

The Committee decided not to pursue further action on the remaining recommendations in the light of the replies furnished by the Government. Such recommendations of the Committee and the Action Taken by Government are included in Chapter II of this Report.

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## CHAPTER – I

RECOMMENDATIONS IN RESPECT OF WHICH ACTION TAKEN BY THE GOVERNMENT IS NOT SATISFACTORY AND WHICH REQUIRES REITERATION

### LOCAL SELF GOVERNMENT DEPARTMENT

#### Recommendation (Sl. No. 8, Para No. 51)

1.1 The Committee urges the Local Self Government Department to furnish a detailed report in respect of each Corporation regarding the number of inspections made for detecting violation of building rules regarding parking spaces after 2009, number of violations detected, number of cases where parking space is converted as commercial space and action taken in this regard within a month.

#### 1.2 Action Taken

Name of Corporation	No. of inspection made for detecting violation of building rules regarding parking space after 2009	No. of violation detected	No. of cases where Parking Space is converted as Commercial Space	Action Taken
Thiruvananthapuram	90	75	75	Municipal Corporation issued notice to the violators
Kollam	73	8	8	Notice issued, stop memo, P.O. Notice were issued by the Corporation
Thrissur	44	5	5	Notice issued by the Corporation
Kochi	35	7	7	Provision order, confirmation order were issued by the Corporation. High Court case pending



Kozhikode	2	2	2	Regularization application is under consideration of the Corporation
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### **Further Recommendation**

1.3 The Committee opined that regularisation of cases of violation would encourage such wrong tendencies. So the Committee recommended that stringent action must be taken against the offenders including penalty.

## **PUBLIC WORKS DEPARTMENT**

### **Recommendation (Sl. No. 19, Para No. 62)**

1.4 The Committee opines that the road restoration works are delayed due to lack of co-ordination among various agencies like K.S.E.B., K.W.A, etc. Hence it stresses that the Chief Secretary would review the functioning of the Co-ordination Committee and should take appropriate action in this regard.

### **Action Taken**

1.5 Government have examined the recommendation of the committee in detail and are decided to entrust Secretary, PWD to review the functioning of the Co-ordination committee. Chief Secretary will review the report of Secretary, PWD.

### **Further Recommendation**

1.6 The Committee wanted to know the number of meetings of the Co-ordination Committee held in this regard.

**HOME DEPARTMENT****Recommendation  
(Sl. No. 21, Para No.77)**

1.7 The Committee points out that a concerted effort of various departments like Police, Revenue, Fire and Rescue Services, etc is essential for effective disaster management. The committee also proposes that the Revenue Department should co-ordinate various departments for the same.

**Action Taken**

1.8 The Commandant General has been asked to give directions to the Fire & Rescue personnel to participate in rescue efforts during disaster. The Commandant General has also been informed that the Revenue Department will co-ordinate the efforts of the various departments for effective disaster management.

**Further Recommendation**

1.9 The Committee recommended that the Disaster Management Department should be strengthened with modern equipments and the Government may look into the action taken by the Revenue Department to co-ordinate the various departments.

**TRANSPORT DEPARTMENT****Recommendation  
(Sl. No. 22, Para No.78)**

1.10 The Committee urges the Transport Department to furnish a detailed report regarding the number of MACT cases and its present position.

### Action Taken

1.11 Government have issued compensation in 686 Motor Accident Claim cases involving Government vehicles during the period from 02.05.1992 to 29.02.2016.

#### Details of MACT cases or the period 2011 to 2015 (Except Thiruvananthapuram Rural District)

Year	Rural District	Disposed Cases	Pending Cases
2011	35474	28169	7305
2012	35222	26098	9124
2013	33831	21268	12563
2014	37587	17386	20201
2015	39078	7599	31479

### Further Recommendation

1.12 While considering the SOAT on Para No.78, the Committee viewed that there was drastic decline in the disposal of MACT cases from the year 2011 to 2015 and directed that Government should take measures for speedy disposal of pending cases.

## CHAPTER – II

RECOMMENDATIONS WHICH THE COMMITTEE DOES NOT DESIRE TO PURSUE IN THE LIGHT OF THE REPLIES FURNISHED BY THE GOVERNMENT

### TRANSPORT DEPARTMENT

#### Recommendation (Sl. No. 1, Para No. 44)

2.1 The Committee feels pity on the quality of the drivers in our State. It remarks that, Kerala has higher rate of road accidents compared to other States and it is mainly due to rash driving.

### Action Taken

**2.2** To improve the quality of driving, Motor Vehicles Department is imparting training to all classes of Drivers as part of Decade of Action Plan on Road Safety, an initiative of the United Nations with the aid of Kerala Road Safety Authority. All the candidates for Driving licenses are given Pre-Learners Training. Similarly Training is given to Instructors of Driving Schools, Students, Teachers and all classes of Drivers.

Motor vehicles Department has taken every possible steps to reduce the rate of accidents. With a view to reduce accidents Speed Governor is made mandatory to stage carriages, vehicles operating with tipping mechanism, educational institution buses and heavy vehicles.

Motor Vehicles Department is conducting pre-driving test awareness class. In addition to that, department is also conducting awareness class to Drivers of stage carriages. Educational institution buses, tipper vehicles, etc. With a view to improve the quality of Drivers, the department has introduced computerized driving test centers at Chevayoor in Kozhikode and at Ilayavaoor in Kannur. The process for starting 3<sup>rd</sup> computer driving test centre at Parassala in Thiruvananthapuram is underway. It may be noted that the rate of accidents in Kerala is more since traffic density is more in Kerala as compared to other States.

### **Recommendation (Sl. No.4, Para No. 47)**

**2.3** It directs the Transport Department to take necessary steps to install speed detection cameras at reasonable distances throughout the State. The Committee notes with dismay the construction of Drivers Training Centre at Edappal is progressing at a very low pace and urges the Transport Department to complete the work of that centre at the earliest.

### Action Taken

2.4 Motor Vehicles Department has initiated the project for automation of Enforcement Wing with financial assistance of Central Government. The objective of this project is to enhance road safety by enforcing the Motor Vehicles Rules and Regulations using Speed cameras and Radar surveillance system. The Project consists of installation of CCTV cameras connected to Video Analytic Systems using virtual loops for automatic detection of offences like over speeding and red light violation and such other traffic violations. The project envisages for installation of Camera Surveillance system at 15 locations at Thiruvananthapuram, Ernakulam and Kozhikode districts. The first phase of the Project has been successfully implemented in 3 locations of Thiruvananthapuram District. The installation work in the remaining 12 locations are fast progressing towards its completion.

In addition to this, the department has initiated intensive efforts for the installation of Cameras Surveillance System in accident prone areas of National Highway Cherthala – Manjeswaram stretch with the financial assistance of Kerala Road Safety Authority. The installation of the system of Mannuthy to Cherthala Stretch has been completed successfully and the work is in progress for Mannuthy to Manjeswaram. Under Plan Scheme 2013-14, the Cameral Surveillance System has been installed at 4 locations of Palakkad and Thrissur Districts.

Department is taking progressive efforts to bring the accident prone areas under the Camera Surveillance by which 24 x 7 Surveillance is possible and the law offenders can be punished and thus accidents can be reduced.

Drivers Training Centre at Edappal :

1. The Institute was inaugurated by the State Transport Minister Sri. Thiruvanchoor Radhakrishnan on 18.02.2014 and started functioning w.e.f. 03.03.2014.
2. The following construction works are in progress :
  - a) Construction work of driving range
  - b) Construction work of workshop
  - c) Construction work of water supply scheme
3. The modified designs of IDTR buildings (Administrative block and Hostel) were approved and the construction works of both the buildings completed in 2003. Other works including construction of driving range, workshop, approach road, purchase of equipments, appointment of staff, etc are in progress and will be completed shortly.

**Recommendation**  
**(Sl. No.6, Para No. 49)**

2.5 The Committee recommends to conduct a scientific study regarding the number of technical staff to be appointed in the Transport Department and directs to appoint sufficient staff qualified for conducting practical tests for driving license and also to provide required staff as per study report.

**Action Taken**

2.6 Based on the work study conducted by the Personnel & Administrative Reforms Department and the prevailing workload, Government have created 461 additional posts in the Executive and Ministerial categories in the Motor Vehicles Department for the various offices and for the newly opened 8 Sub Regional Transport Offices in 2012.

By the above post creation, 55 Sub Regional Transport Offices have been provided with one additional post each of Motor Vehicles Inspector and Assistant Motor Vehicles Inspector for the smooth functioning of the offices. Sufficient number of staff in the Ministerial category has also been ensured as per the above post creation.

All the departmental activities including practical test for Driving License are being conducted by the qualified departmental personnel.

**Recommendation**  
**(Sl. No. 9, Para No. 52)**

2.7 The Committee is very much concerned about the wrong parking of containers and trucks in the right side of the roads creating traffic problems. The Committee urges the Transport Department to impart training to drivers especially of tippers, trucks, etc. at regular intervals.

**Action Taken**

2.8 Training is being given to the Drivers of State carriages, Tanker Lorry Drivers, Tipper Lorry Drivers, Drivers of Educational Institution Buses etc at regular intervals, In order to detect parking violation, the Department is conducting intensive checking.

**Recommendation**  
**(Sl. No. 10, Para No. 53)**

2.9 The Committee directs the Transport Department to formulate an integrated database for detecting cumulative individual violations of traffic rules and recommends to make necessary changes in the statute enabling imposition of penalties like temporary suspension, Cancellation of license etc for such violations.

### **Action Taken**

**2.10** Fine and Penalties for various offences are incorporated in the Motor Vehicles Act, 1988 and the power to amend the existing Motor Vehicles Act is vested with the Central Government. However, the Central Government had already been requested to take necessary steps to enhance the fine and penalties for various offences.

### **Recommendation (Sl. No. 11, Para No. 54)**

**2.11** The Committee remarks that a large number of accidents were caused by KSRTC buses and in case of accidental claims compensation would be met from the corpus fund of KSRTC. It directs the Transport Department to make necessary amendments in the rules providing the person causing accidents shall also be equally responsible for paying compensation in case of accidental claims involving vehicles of KSRTC rather than bearing it solely by the Corporation. It also suggests a scientific study into the working of KSRTC and to rearrange the schedule accordingly.

### **Action Taken**

**2.12** The rate of accidents has been reduced from 3% to 2.05% in the year 2014, by imparting refreshment courses to the Drivers. Corrective training has also been given by KSRTC to the staff who were involved in accidents. KSRTC also deputed selected drivers to the vehicle manufacturers while they were conducting special training programme for introducing new driving habits.

KSRTC started to give insurance coverage to buses from 04.12.2007 onwards. All new buses are having insurance coverage and out of 5634 buses, 4487 buses are having third party insurance and hence most of the



compensation claims would be met by the Insurance Company. Thus the expenses towards this account from the KSRTC fund can be eliminated.

In judgements in MACT cases, the Court have directed the KSRTC to pay the amount as the owner of the vehicle and not to include the name of Driver as a joint respondent. Therefore the KSRTC has expressed its inability to fix equal responsibility on the Driver and realise any part of the claim amount to the petitioner.

KSRTC conducts feasibility/economic viability study through Zonal Officers at unit level before introduction of new schedules. The modifications are also made in accordance with such study reports. The Schedules are monitored at unit level and suggestions are reported to Zonal Office about the schedules which are running uneconomically. A scientific study has also been conducted by the KSRTC with the help of the Route committee constituted during July 2014. The route committee is authorised to look into all the matters such as introduction of new schedules, modification of existing schedules, analyzing the request for bus stops and monitoring chronology of services etc.

**Recommendation**  
**(Sl. No. 12, Para No. 55)**

**2.13** The Committee was informed that in our State signal lights are installed by KELTRON and nobody cares about its maintenance. The department has no database regarding signal lights. The Committee recommends that the synchronization and timing of signal lights should be ensured at the time of installation itself and in accordance with the IRC specification. The Committee recommends that Road Safety Authority should conduct a comprehensive review regarding the requirement and functioning of signals.

### **Action Taken**

2.14 Kerala Road Safety Authority have issued orders entrusting Police Department for the ownership and maintenance/repair/functioning of signal lights.

### **Recommendation (Sl. No. 14, Para No. 57)**

2.15 The Committee recommends the Transport Department to ensure that neither boards are fixed nor flags are hoisted on the roads and dividers. The Committee directs the department to install signage as per the norms of Indian Roads Congress. It also suggests the practice of erecting huge hoardings and highlighting advertisements in the signboards distracting the attention of drivers outside the barriers of roads should be discouraged. It also urges the Transport Department to install signboards indicating humps in M.C. Road.

### **Action Taken**

2.16 Kerala State Transport Project is upgrading the Chengannur – Ettumannur portion of M.C. Road using World Bank fund to international standards with all road safety and other modern facilities and the works are in good progress. In the light of the orders of the Hon. Supreme Court of India, Hon. High Court of Kerala and Government, Kerala State Transport Project is not giving permission for erecting advertisement boards, flags etc on medians and footpaths. Direction have already given to the sub officers to remove such hoardings. The provision for road safety measures including signage as per IRC specifications is part of Bill of Quantities and will be provided during the execution of work. Signboards indicating humps have already been provided in the M.C. Road.

**Recommendation**  
**(Sl. No. 17, Para No. 60)**

2.17 Regarding the short utilization of Road Safety Fund, the Committee observes the amount owes to the fund as per rules was not being transferred in time. Delay in transferring of fund resulted in non-utilization of fund. So it recommends that the provisions in the rules regarding fund transfer should be complied strictly in a time bound manner.

**Action Taken**

2.18 Action is being taken to transfer the fund within the time frame as per provisions in the Rule, in future.

**Recommendation**  
**(Sl. No. 18, Para No. 61)**

The Committee also recommends the Government to allot the pending amount due to Road Safety Authority at the earliest. It also suggests to formulate steps to audit the accounts of Road Safety Authority every year by a competent officer for ensuring the accountability. The account so audited should be subjected to audit by the Accountant General. Necessary amendments should be made in the Act in this regard.

**Action Taken**

2.18 In Kerala Road Safety Authority Act 2007, there is clear provision for conducting Audit of KRSA as per section 25. As per provisions in the Act, internal audit of KRSA is now being conducted by audit party empanelled by the C&AG. AG has also been requested to conduct audit of KRSA immediately. Hence amendment of Act regarding audit is not necessary at this juncture.

## **PUBLIC WORKS DEPARTMENT**

### **Recommendation**

**(Sl.No. 2, para no. 45)**

**2.19** The Committee understands that, the number of road accidents are steadily increasing due to the poor structural design of roads. It recommends to take remedial action to improve the condition of roads and to curtail road accidents.

### **Action Taken**

**2.20** The processes of remedial action have been taken to rectify the geometrical defects where ever identified so as to improve the condition of roads and to curtail the road accidents. As a process of this, studies have been conducted to identify and eliminate the black spot locations, straightening the curve portions, correct the gradient and camber, strengthening the sub base during the overlay works, providing traffic signs, etc.

The traffic safety works such as providing sign boards, fixing of reflective tile, metal crash barrier, road markings etc. are also carried out wherever necessary so as to reduce the accidents. The structural defects in camber and super elevation, failure of sub base etc. are simultaneously corrected during the course of improvement, renewal programme and re-surfacing works. Moreover interlocking paver tiles are provided in the portions that are frequently damaged due to water logging and causing accidents. This reduces the damages at such portions to a great extent. When the new roads are constructed, all the design criteria's are audited as per the IRC specification before issuing Technical Sanction. Moreover actions have been taken to improve the quality of work for strengthening the road condition and conducting the traffic safety studies for providing traffic safety measures etc.

Most of the studies conducted by various agencies revealed that 95% of accidents are mainly due to the negligence from the part of Drivers of the vehicle. The Government have regulated the speed limit in various roads. But these regulations are not obeyed by the Drivers. Hence accident in roads can be curtailed only if traffic discipline is implemented.

### **Recommendation**

**(Sl.No. 3, Para No. 46)**

**2.21** The Committee notes that the number of road accidents are less in 4 lane sector whereas in 2 lane sectors without any dividers accidents are increasing steadily. It recommends that while designing road it would be four lane roads with proper pedestrian passage, road dividers, zebra lines etc.

### **Action Taken**

**2.22** As per the recommendations by IRC, lane width of a particular road depends primarily on the location of the road i.e. urban or rural area as well as on the growth rate of traffic. Widening demands enormous project investment since key factors like land acquisition, rehabilitation etc. are involved in it. As far as the State of Kerala is concerned since land acquisition is a major constraint, widening to four lane standards can be adopted only after considering all the above factors. Even if the roads are upgraded, the accident rate can be reduced only by the proper enforcement of traffic regulations.

### **Recommendation**

**(Sl.No.13, para no. 56)**

**2.23** The Committee also recommends to install a delineator in the Wayanad pass in order to avoid accidents in winter and Monsoon Seasons.

### **Action Taken**

**2.24** Delineator posts and studs were installed where the PWD Roads and Bridges Division, Wayanad completed the road under EM &BC works scheme. As recommended by the Committee, 350 delineators have been installed in the Wayanad pass as part of the work "Traffic Safety measures from km 15/000 to 57/000 of NH 766 (Old NH 212)" along the side gorge without waiting for widening of road. The delineators will be shifted to proper positions as and when the Hair Pin Bend is widened.

### **Recommendation**

**(Sl.No. 23, Para No. 79)**

**2.25** The Committee concludes that the development of four lane roads Road Safety could be ensured to a certain extent. But protest from the locals against land acquisition hinders road development works. The Committee opines that it is high time to conduct awareness programme among political parties and inhabitants in this regard. The Committee exhorts the Public Works Department to furnish a comprehensive report regarding the problem in Land Acquisition, which lie as a main hindrance in the development of four lane roads in our State.

### **Action Taken**

**2.26** It is true that land acquisition is a main hindrance in the development of four lane roads. There is severe resistance from land owners against land acquisition. Apart from the fact that they have to part with their precious land, the delay in payment of compensation, inadequate compensation and ineffective rehabilitation package are the major factors which contribute to the resistance on the part of land owners. Government

and Public Works Authorities are trying their level best to create proper awareness among public so as to make them aware that availability of land is a pre-requisite for the development of basic infrastructure such as roads, bridges etc. Government always try to make the general public aware about the development of road through social media, public Relations Department and through people's representatives of the concerned areas. Steps have also been taken with utmost importance for the rehabilitation of the evicted people, payment of adequate compensation for those who lose their livelihood within a time frame. Steps are taken for getting advance possession of land with the help of people's representative of the local area. Possible efforts are taken to acquire land acquisition can be avoided. Even though every possible steps have been taken for the availability of land for the development of four lane roads so far, the problems of land acquisition is a very difficult process as far as the State of Kerala is concerned.

## **HOME DEPARTMENT**

### **Recommendation**

**(Sl.No. 5, Para No.48)**

**2.27** The Committee urges the Home Department to prepare and furnish a detailed report regarding the present trend of road accidents and the reasons thereof to the Committee.

### **Action Taken**

**2.28** A comparative statistics of road accidents in first five months of 2013 against the first five months of 2014 in the annexure shows a decrease in the total number of accidents, grievous injuries and death. Total accidents went down by 333, gave injury by 524 and death by 191 for the said period. All DPCs were directed to put the available digital equipments such as speed radars, interceptors, speed cameras, alcometers and video/still cameras to the

maximum use to enforce safe traffic on the roads and reduce motor accidents.

On reviewing the major road accident deaths, it is seen that in almost all cases, the reason for the accident is rash driving and over-speeding of the concerned vehicles. The number of two wheelers involved in road accidents is high that calls for special attention

### **Recommendation**

**(Sl.No.15, Para No.58)**

**2.29** Regarding manpower status, the Committee recommends that more home guards should be posted in Home Department so that their service could be utilised for traffic control. It also suggests that special allowance like risk allowance be given to those who are posted for traffic duty as their wages being minimum when compared to their duty.

### **Action Taken**

**2.30** Due to the financial constrain, at present Government do not intend to increase the number of Home guards. Further, the proposal for granting risk allowance is not so far under the consideration of Government, since their appointment is on daily wages basis. However, it has been decided to enhance their wages to Rs.500 as and when the financial position of the State improves. It was when there were 7000 vacancies in the police department. Home Guards were engaged on daily wages basis therefore, further Home Guards can be engaged as and when the need for their engagement arises. It is not practical to extend the benefits applicable to permanent employees to daily wage earning Home Guards.

### **Recommendation**



**(Sl.No. 16, Para No. 59)**

2.31 The Committee also points out the need for the preparation of a database regarding traffic violations. The Committee then reiterates with the audit finding that the department had purchased inferior quality breath analyzer, against the suggestion of the purchase Committee and suggests that the Transport Department should take stringent action against those responsible.

**Action Taken**

2.32 For preparation of database regarding traffic violation, which also included in the recommendation of 42<sup>nd</sup> PAC report (2011-14), the department had deployed state of the art Integrated Traffic Enforcement Programme to monitor, store, retrieve and access traffic violation data in the state.

Under the 'Modernizing Government Programme' an account of Rs.8,30,000/-(Rupees Eight Lakh and thirty thousand only) has been allotted for purchasing 83 Nos. Of Breath Analyzer. Accordingly, as per the Store purchase Rule, department had floated tender (Tender No.66/2005) for the supply of the same. The samples received in the tender was technically evaluated by a committee and remarked that a particular product submitted by M/S. Joseph Leslie Drager MFG. Pvt. Ltd, Mumbai is superior compared with others and is the choice.

On further examination, it is also found that the Police department would'nt be able to purchase the required number if proceeded with the model remarked by the technical evaluation committee as the price quated for the models by M/S Joseph Leslie Drager MFG. Pvt.Ltd.

Mumbai was very much higher than the sanctioned amount (Rs.55,000/- &

Rs. 38,000/-)

Police department had examined the report and reduced the requirement numbers to 79 as total number allotted to Kasargod District reduced from 5 Nos. to 1 No. as an erratum had found issued in this regard. In view of the application of Breath Analyzer only as detector the product can only be selected on the basis of the cost.

In India a medical report on the presence of alcohol in the blood from a Government Medical Officer is only admissible in the court. A Breath Analyzer is used to confirm whether a driver is a drunken or not. Legal activities can be taken only after a medical test is conducted. It helps Police Officers conducting routine checks to find out a driver who by his looks, manner of speaking, talking and smell appears to be obviously drunk to decide whether he has to be taken for a medical test. Thus it reduces the hazels of the officer as well as the inconvenience caused to general public who obeys the law. Moreover, it was for the first time Kerala Police Department was implementing such technological tools (in 2005) for the detection of drunken driving. The success of the same was not predictable as the officers are not well versed with such devices and the response from general public was unknown. Hence the Police Department issued supply order to the LI firm (M/S.KC Services, Chennai) for 79 Nos. Of Breath Analyzer at unit rate of Rs. 3,796/- with a total of Rs. 2,99,884/- under MGP. The firm have supplied the item and the supplied items were distributed among the Police Stations after verification of the committee. The verification board found that these devices are properly working and accordingly the supplied items were distributed to the Police Stations and payment for an amount of Rs.2,99,884/- has been released to the firm.

The Police Department has no intention to purchase inferior quality

Breath Analyzers, and there was no malafide on the part of officers but the same was purchased only based on the above stated reasons with good faith to limit the expenditure within the sanctioned amount. It is also reported that almost all officers involved in the whole procurement had been retired from the service.

Considering the above facts, the Audit Para may be dropped.

### **Recommendation**

**(Sl.No.-20, Para No.-76)**

**2.33** Regarding ineffective emergency response and trauma care, the Committee suggests that departments like Health, Police, Fire and Rescue Services should review all the major accidents occurred in the past so that they could identify the lacunae faced by them in each occasion. The Committee directs that the department should taken adequate measures to ensure that the injured ones in accidents should be provided with first aid and shifted to hospital within no time of its occurrence. It also recommends that all accidents occurred in between two consecutive meetings of the Co-ordination Committee should be reviewed. The Committee recommends the Government to formulate a trauma care policy at the earliest.

### **Action Taken**

**2.34** A comparative statistics of road accidents in the first 5 months of 2013 as against the first 5 months of the year 2014 has been collected from the Inspector General of Police, Traffic & RSM, Tvpm by the Police Department and an analysis of the same has been done through a review. (Table of Statistics upon which review was conducted is attached). A fair decrease in the total number of accidents, grave injuries and death was observed. Total accidents went down by 333, grave injury by 524 and death

by 191. Although the figure shows a fair decrease in the total numbers of accidents for the period, it is necessary to concentrate on reducing road traffic accidents. Strict enforcements is one method which is found effective. All District Police Chiefs were directed to put the available digital equipments such as speed radars, interceptors, speed cameras, alcometers and Video/Still cameras to the maximum use to enforce safe traffic on the roads and reduce motor accidents. The review also shows that Police Department requires more numbers of speed check radars, interceptor vehicle, alcometers, CCTV camera monitoring, signal lights and other equipments to implement traffic rules effectively and to prevent traffic offences.

On reviewing the major road accident deaths where more than two people died in an accident, it is seen that in almost all cases the reason for the accident is rashness and over speeding of the concerned vehicles. This is an area which requires thrust. Very strict speed controls ate needed to reduce rash and negligent driving. It is also observed that wherever needed PWD/Local Self Government will have to introduce speed barriers such as rumbles, humps, etc. And speed limits sign boards before and after an accident prone area. Awareness to the public on dangers of over-speed and careless driving has to be taken up on a large scale. To ensure safety of school children, it is analysed that foot over bridges may be constructed to facilitate safe road crossing to children in 10 identified places in the state. Review also shows that for accommodating ever increasing vehicles in our roads, infrastructure development of roads such as widening of roads, construction of express ways, bypasses, metro rail projects etc. Should be done in a time bound manner.

Fire & Rescue Department under Home Department is always on a vigil as far as accidents on roads are concerned. Training on first aid to personnel for effectively dealing with accident victims has been properly

given and Ambulances of the department are widely employed to shift the accident victims to hospital swiftly.

## **REVENUE DEPARTMENT**

### **Recommendation**

#### **(Sl. No.21. Para No. 77)**

**2.35** The committee points out that a concerned effort of various departments like Police, Revenue, Fire and Rescue Services, etc. is essential for effective disaster management. The committee also proposes that the Revenue Department should co-ordinate various departments for the same.

### **Action Taken**

**2.36** The State Disaster Management Authority (SDMA) under Revenue Department constituted in the year 2007 works in close liaison with the Home, Revenue, Water Resources, Health, Forest and Agriculture departments identified in the State Disaster Management Policy as nodal departments for disaster management. The integration is through the following bodies and meetings.

- a) The Kerala State Disaster Management Authority(KSDMA) has been constituted with the following structure. Chief Minister as Chairperson and Minister Revenue, Minister Home, Minister Agriculture as members. Home Secretary is a member of the KSDMA and also chairs the Crisis Management Group for Anthropogenic Hazards under the State Executive Committee of KSDMA. The Land Revenue Commissioner is the Secretary KSDMA (Ex officio). State Emergency Operations Center (SEOC) the technical wing of SDMA is mainly responsible for coordinating various activities relating to prevention and mitigation Disasters.
- b) The State Executive Committee(SEC)of KSMDA has been constituted

with following structure.

Chief Secretary	- Chairperson
Revenue Secretary	- Member
Home Secretary	- Member
Finance Secretary	- Member
Health Secretary	- Member

District Disaster Management Authorities have been constituted with District Collector as chairperson, Zilla Panchayath President as co-Chairperson and Additional District Magistrate as Executive Officer for functioning as per the guidelines of NDMA and SDMA. In addition, State Police Chief, District Medical Officer, Commandant Fire and Rescue Services are also members of DDMA. DDMA's functions in the Disaster Management sections of the respective District Collectorates.

- c) The Crisis Management Group on Anthropogenic Hazard was constituted as a sub-committee of SEC vide G.O.(Rt) 6410/2013/DMD dated 29.11.2013 with Additional Chief Secretary Home Department as Chairperson. This body has Commandant General, Fire&Rescue, State Police Chief, SDRF Commandant, IG Police Intelligence, Revenue Secretary, Institute of Land and Disaster Management (ILDMD) Director and Head State Emergency Operations Centre (SEOC) as Members. This body ensures close liaison between these departments.
- d) The State Relief Commission's statutory monsoon preparedness meeting held every year prior to the monsoon season. In the meeting Department Heads of all departments are invited for ensuring co-ordination between departments at state & District Level.

- e) At the State & District level the government is in the process of strengthening and setting up dedicated emergency operation centers for ensuring inter departmental co-ordination for disaster risk reduction & management. Funds for the same has already been provided to all districts by the office of KSDMA.

In this way Revenue Department has been able to coordinate effectively Police, Fire and Rescue and other Departments working in close coordination with Disaster Risk Reduction and Management.

## **LOCALSELF GOVERNMENT DEPARTMENT**

### **Recommendation**

#### **(Sl. No.7, Para No.50)**

**2.37** Towards the audit objection regarding violation of building rules in providing parking spaces, the Committee sarcastically comments that building rules are nowhere seems to be followed and the department could detect only 4 cases in a month. More ridiculous is the case that even if violations detected, the squad perform their duties simply by issuing notices rather than taken any action.

### **Action Taken**

**2.38** As per KMBR 1999 Rule 34(1)-Area of each off-street parking space provided for parking motor cars shall be not less than 15sq.meters (5.5 meters x 2.7 meters). The area requirements for each off-street parking space for parking two-wheelers (other than cycles) and cycles shall be 3 sq.meters and 1.5 sq.meters respectively. As per the recommendation of the Public Accounts Committee, Government have given direction to Director of Urban Affairs, Regional Joint Directors of Urban Affairs and all the Corporation Secretaries to conduct the inspections for detecting the violation of building Rules in providing parking spaces and to take action against the violations as

per Rules vide letter No.67028/RA1/14/LSGD dated 21.02.2015.

## **HEALTH AND FAMILY WELFARE DEPARTMENT**

### **Recommendation**

#### **(Sl. No.20, Para No.76)**

**2.39** Regarding ineffective emergency response and trauma care, the committee suggests that departments like Health, Police, Fire & Rescue Service should review all the major accidents occurred in the past so that they could identify the limitations lacunae faced by them in each occasion. The Committee directs that the department should take adequate measures to ensure that the injured ones in accidents should be provided with first aid and shifted to hospital within no time of its occurrence. It also recommends that all accidents occurred in between two consecutive meetings of the co-ordination Committee should be reviewed. The Committee recommends the Government to formulate trauma care policy at the earliest.

### **Action Taken**

**2.40** A detailed hazard mapping using GIS software was done to identify the geographical distribution of the predictable major cases of injury and emergency especially accident prone areas.

Geographical analysis and feasibility study was conducted to identify the ambulance points for ensuring timely shifting of patients to a desired level of care well within the golden hour. Potential hospitals which can be realistically upgraded to ensure essential emergency care were also identified.

Gap analysis were done in each of these selected hospitals to identify and quantify the critical gaps in the emergency care facilities and services in these hospitals.

As a comprehensive health policy is under consideration of the



Government and the trauma care being part of it, Government has not contemplated up on a separate policy for trauma care at this point of time.

Thiruvananthapuram,  
16<sup>th</sup> March, 2022.

Sunny Joseph  
Chairman  
Committee on Public Accounts

## Appendix

### Summary of Main Conclusion/Recommendation

Sl. No.	Para No.	Department Concerned	Conclusion/Recommendation
1	1.3	Local Self Government	The Committee opined that regularisation of cases of violation would encourage such wrong tendencies. So the Committee recommended that stringent action must be taken against the offenders including penalty.
2	1.6	Public Works	The Committee wanted to know the number of meetings of the Co-ordination Committee held in this regard.
3	1.9	Home	The Committee recommended that the Disaster Management Department should be strengthened with modern equipments and the Government may look into the action taken by the Revenue Department to co-ordinate the various departments.
4	1.12	Transport	While considering the SOAT on Para No.78, the Committee viewed that there was drastic decline in the disposal of MACT cases from the year 2011 to 2015 and directed that Government should take measures for speedy disposal of pending cases.