

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
STARRED QUESTION NO -204
ANSWERED ON – 19/03/2025

FUNDS FOR ROAD SAFETY

204. SHRI MOHAMMED NADIMUL HAQUE:

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

- (a) whether Government acknowledges that budgetary allocations for road safety remain critically low, with only 0.17 per cent of the Ministry Budget in 2023-24, if so, the reasons for such inadequate funding despite India having the highest number of road accident fatalities globally; and
- (b) whether Government plan to significantly increase road safety expenditure to match international benchmarks, if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) and (b) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) AND (b) OF RAJYA SABHA
STARRED QUESTION NO. 204 ANSWERED ON 19.03.2025 ASKED BY SHRI
MOHAMMED NADIMUL HAQUE REGARDING FUNDS FOR ROAD SAFETY

(a) and (b) The analysis of road accident data from the States / Union Territories (UTs) reveals that road accidents have many causes and are the result of interplay of various factors which can broadly be categorized into human error, road condition/environment and vehicular condition.

Budgetary outlay under the specific head “Research and other Road Safety Schemes” during 2024-25 is Rs. 370.80 crore, which was Rs. 249 Crore in 2023-24. This head is primarily related to the setting up of Inspection & Certification (I&C) Centres for automated fitness check of vehicles, setting up of Institute of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) in the States/UTs, Award to Good Samaritans and Safety awareness campaign etc.

All other road safety related engineering improvement works, including rectification of the identified black spots on National Highways (NHs), are carried out primarily from National Highways (Original) works head, under which budgetary outlay during current year is about Rs.98,000 crore (as per 2nd Supplementary proposal). As such there is adequate funds available for Road Safety rectification works. Further following are some important road safety initiatives taken by the Government:-

- i. For making the NHs black spot free, Government has taken steps for immediate short-term measures like road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. at the accident black spots. Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are taken for permanent rectification of black spots. Out of total 13,795 black spots identified on the NHs upto 2021-22, short-term rectification measures have been completed on 11,515 black spots and permanent rectification measures have been completed on 5,036 black spots.
- ii. Electronic Detailed Accident Report System has been launched through which accident spots on NHs are noticed immediately. Accordingly such spots are visited immediately by field officers and appropriate short term measures are taken.

- iii. In order to reduce the fatality of accident victims, Government has planned pan India launch of the Scheme for Cashless Treatment of Road Accident Victims, as per the legal mandate of Section 162 of Motor Vehicles Act, 1988. The Scheme is aimed at strengthening the emergency care ecosystem to provide timely treatment to road accident victims and prevent loss of precious lives.
- iv. The Scheme for Cashless Treatment of Road Accident Victims is presently implemented on pilot basis across 6 States / UTs, namely, Chandigarh, Assam, Punjab, Uttarakhand, Haryana and Puducherry for acclimatization of field officials.
- v. Further, Government has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Details of various initiatives taken by MoRTH to address road safety issues are at Annexure.

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) AND (b) OF RAJYA SABHA STARRED QUESTION NO. 204 ANSWERED ON 19.03.2025 ASKED BY SHRI MOHAMMED NADIMUL HAQUE REGARDING FUNDS FOR ROAD SAFETY

Details of various initiatives taken by MoRTH to address road safety issues: -

(A) Education:

- i. MoRTH administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.
- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.
- iii. MoRTH administers a scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at state/district level across the Country.

(B) Engineering:

B.1. Road Engineering:

- i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.
- ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.
- iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies under MoRTH to look after RSA and other road safety related works.
- iv. MoRTH administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.
- v. MoRTH has issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.
- vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

B.2 Vehicle Engineering:

MoRTH has taken various initiatives to make vehicles safer, including the following:-

- i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.
- ii. Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.
- iii. Mandatory provisions for fitment of following listed safety technologies: -

For M1 category vehicles:

- a. Seat Belt Reminder (SBR) for driver and co-driver.
- b. Manual Override for central locking system

c. Over speed warning system.

For all M and N category vehicles:

- a. Reverse Parking Alert System
- iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.
- v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.
- vi. Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS. The rules have been further amended on 31.10.2022 and 14.03.2024.
- vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.
- viii. A Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.
- ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.
- x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.
- xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.
- xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M, N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

(C) Enforcement:

- i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology.
- ii. MoRTH has issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk & high density corridors on National Highways, State Highways

and critical junctions in Million plus cities in India and cities under National Clean Air Programme (NCAP).

- iii. MoRTH on 10th June, 2024, has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

(D) Emergency Care:

- i. Published rules for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital.
- ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs.12,500 to Rs.50,000 for grievous hurt and from Rs.25,000 to Rs.2,00,000 for death).
- iii. The National Highways Authority of India (NHAI) has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridor of National Highways.
- iv. MoRTH along with National Health Authority (NHA), has implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh Haryana, Punjab, Uttarakhand, Puducherry and Assam.
