

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1557
ANSWERED ON 12/03/2025

HIGHWAY PROJECTS IN KARNATAKA

1557. SHRI LAHAR SINGH SIROYA:

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

- (a) the total number of highway projects sanctioned for Karnataka including their total length, in last five years;
- (b) the total number of accidents reported on national highways in Karnataka in past two years;
- (c) the steps taken to avoid accidents and educate traffic rule violators on highways including relying on AI technology;
- (d) the progress made in the ongoing Chennai-Bengaluru Expressway and by when will it be open to public; and
- (e) the details of the steps taken to ensure safety of commuters who are already using the expressway and to curb the menace of motorcyclists using the expressway for wheeling and adventure, which is not permitted?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) 144 works in a total length of 3017 km have been sanctioned on various National Highways (NHs) in the state of Karnataka during the last 5 years i.e from financial year 2019-20 to 2023-24.
- (b) As per the last report published by the Government on Road Accidents in India, 2022, total 24846 number of road accidents have been reported on National Highways in the state of Karnataka during the calendar year 2021 and 2022.
- (c) Government in the Ministry of Road Transport & Highways 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. Accordingly, various initiatives have been taken by the Ministry for road safety in the country, the details are annexed.

Further, Advanced Traffic Management System (ATMS) is installed in high traffic density National Highways and National Expressways such as Delhi-Meerut Expressway, Trans-Haryana, Eastern Peripheral Expressway etc. Further, CCTV cameras are installed on Bangalore – Mysuru section of NH-275, Bangalore-Chennai Expressway NE-7, Tumkur to Haveri section of NH-48, Dobbaspeta to Hoskote section of NH-648 and Tumkur to Shivamogga section of NH-206 as a part of Advanced Traffic Management System/Highway Traffic Management System. Advanced Traffic Management System (ATMS) has provisions for various electronic enforcement devices which help in speedy

identification of incidents on the highway stretches and effectively monitor the highways, thereby improving the response time of the on-site assistance.

In October, 2023, National Highways Authority of India (NHAI) has also updated ATMS document which gives the functional and technical specifications of ATMS solution and its sub-systems like Video Surveillance System, AI based Video Incident Detection and Enforcement System (VIDES), etc. In new NH projects on high density and high speed corridors of NHAI, installation of ATMS is generally a part of the project. Further, ATMS is also implemented as standalone projects in already constructed important corridors.

- (d) Out of 262 Km length of Chennai-Bengaluru Expressway, a length of 71 Km has been completed and balance length is scheduled to be completed by June 2026.
- (e) For access controlled expressways, two wheelers are not allowed on Expressways as good industry practice and codal provisions, for safety of two wheelers and other users. In addition to this, Pan,Tilt and Zoom (PTZ) cameras, Vehicle Actuated Speed Display (VASD) and Video Incident Detection System (VIDS) etc are installed on expressway to prevent the violation/accidents. The enforcement actions will be put in place in collaboration with the State Governments concerned once the entire stretch of the Chennai-Bengaluru Expressway is opened to highway users.

ANNEXURE REFERRED TO IN REPLY TO PART (c) OF RAJYA SABHA UNSTARRED QUESTION NO. 1557 FOR ANSWER ON 12.03.2025 ASKED BY SHRI LAHAR SINGH SIROYA REGARDING HIGHWAY PROJECTS IN KARNATAKA

Government in the Ministry of Road Transport & Highways 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. Accordingly, various initiatives have been taken by the Ministry for road safety in the country is given below : -

(1) Education:

- i. 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. 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.

(2) Engineering :

2.1. 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 the Ministry to look after RSA and other road safety related works.
- iv. 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. 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.

2.2 Vehicle engineering:

Various initiatives were undertaken 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:
Seat Belt Reminder (SBR) for driver and co-driver.

- Manual Override for central locking system
- Over speed warning system.

For all M and N category vehicles:

- 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.

(3) 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. 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. On 10th June, 2024, the Central Government has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

(4) 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 has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridors of National Highways.

iv. Government in Ministry of Road Transport & Highways 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.