

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO- 3624
ANSWERED ON-02/04/2025

STEPS FOR STRICTER DPR APPROVALS

3624. SHRI JAGGESH:

Will the **Minister of Road Transport and Highways** be pleased to state:

- (a) whether it is a fact that Detailed Project Reports (DPR) serve as the blueprint for road construction and safety measures;
- (b) whether the faulty Detailed Project Reports (DPR) and defective road designs are significant contributors to increasing road accidents in the country;
- (c) whether even small things like road signages and marking systems are very poor in the country;
- (d) whether Government has any mechanism in place for stricter DPR approvals with independent safety audits; and
- (e) the steps taken by Government for strict implementation of road safety measures, if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) Detailed Project Reports (DPR) is one of the important stages in the project cycle for development of National Highways(NHs). DPR covers detailed design of highway including geometrical design, pavement design, and design of structures, drainage studies, safety measures, preparation of detailed drawings, estimates, implementation schedules and bid documents, environmental studies, etc, which forms the basis for sanction of the project.

NHs Projects are generally implemented on Engineering, Procurement & Construction (EPC)/Hybrid Annuity Model (HAM)/Build-Operate-Transfer (BOT) mode where contractor/ concessionaire carry out design including traffic and road safety measures such as road markings, signages, crash barriers, road studs, delineators, traffic calming measures, etc. in accordance with applicable manual, standards/guidelines/codes, etc. These are reviewed/ approved by Authority's Engineer (AE)/Independent Engineer (IE) followed by its implementation in construction.

Accidents are multi-causal undesirable events and analysis of accident data reveals that major contributory factors are traffic rule violations such as over speeding, use of mobile phone, drunken driving/consumption of alcohol and drug, driving on wrong side/ lane indiscipline, jumping red light, non-use of safety devices such as helmets and seat belts, vehicular condition, weather condition, etc.

(d) to (e) The 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. 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, pre-opening, operation and maintenance etc. Certain sections on NHs are identified as black spots based on occurrence of certain number of accidents involving fatalities and grievous injuries. Government has taken steps for immediate short-term measures on such black spots like road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken on such black spots. Electronic Detailed Accident Report (e-DAR) Project has also been established as a central repository for reporting, management and analysis of road accidents data across the country. Government has issued guidelines in February, 2024 for taking advance action for removal of accident spots on National Highways reported on e-DAR platform thereby enhancing real-time road safety measures.
