

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA
STARRED QUESTION NO-33
ANSWERED ON-23/07/2025

FATALITIES DUE TO SPEEDING ON HIGHWAYS

33. SHRI BHUBANESWAR KALITA:

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

- (a) whether the Ministry has any specific plan to reduce the fatalities due to speeding on all the National Highways in recent future; and
- (b) 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 THE RAJYA SABHA
STARRED QUESTION NO. 33 FOR ANSWER ON 23.07.2025 ASKED BY SHRI
BHUBANESWAR KALITA REGARDING FATALITIES DUE TO SPEEDING ON
HIGHWAYS

(a) and (b) The Government publishes report on “Road Accidents in India” based on data received from States/ UTs. As per data received from the States/UTs, road accidents are multi-causal phenomenon and are the result of interplay of various factors. These can broadly be categorized into (i) human error, (ii) road condition/environment and (iii) vehicular condition.

The Motor Vehicles Act, 1988 is the principal instrument through which road transport is regulated in the country. The Motor Vehicle (Amendment) Act, 2019 focuses on road safety and includes, inter-alia, revision in penalties for traffic violations, enhanced penalties for juvenile driving, computerisation/automation of vehicle fitness and driving tests, recall of defective vehicles, streamlining the third party insurance etc. The Amendment has strengthened the Law to improve the road safety scenario and reduce loss of lives.

In exercise of powers conferred under sub-section (1) of section 112 of the Motor Vehicles Act, 1988, Central Government fixes the maximum speed in respect of the class of motor vehicles on different category of roads.

Sub-section (1) of Section 183 of the Motor Vehicles Act, 1988, states that 'whoever drives or causes any person who is employed by him or subjects someone under his control to drive a motor vehicle in contravention of the speed limits referred to in section 112 shall be punishable in the following manner, namely : —

- (i) where such motor vehicle is a light motor vehicle with fine which shall not be less than one thousand rupees but may extend to two thousand rupees;
- (ii) where such motor vehicle is a medium goods vehicle or a medium passenger vehicle or a heavy goods vehicle or a heavy passenger vehicle with fine which shall not be less than two thousand rupees, but may extend to four thousand rupees; and
- (iii) for the second or any subsequent offence under this sub-section the driving licence of such driver shall be impounded as per the provisions of the sub section (4) of section 206.'

Detailed guidelines are contained in IRC:99-2018 for traffic calming measures, in which various traffic measures such as rumble strip, Speed Bumps, Speed Table/Raised Pedestrian Crossing etc. are provided on National Highways and adjoining road meeting with a National Highway.

High priority is accorded to identification and rectification of black spots /accident spots on National Highways (NHs). The Ministry identifies black spots based on road accident data received from States and Union Territories (UTs). A black spot is defined as a stretch of NH of approximately 500 meters where either:

- Five or more road accidents involving fatalities or grievous injuries have occurred over the last three calendar years (combined), or ten or more fatalities have occurred during the same period.

Government undertakes both short-term and long-term remedial measures based on site-specific requirements.

- Short-term measures include road markings, signage installation, crash barriers, raised pavement markers, delineators, closure of median openings, and traffic calming interventions.
- Long-term measures involve geometric improvements, junction redesign, spot widening of carriageways, and construction of underpasses or overpasses.

A total of 13,795 black spots have been identified on NHs for the series of 2016-2018, 2017-2019, 2018-2020, 2019-2021 and 2020-2022. Short-term rectification measures have been completed on 9431 black spots and long-term rectification measures have been completed on 4539 black spots.

Government in the Ministry of Road Transport & Highways (MoRTH) has developed the Electronic Detailed Accident Report (eDAR), formerly known as the Integrated Road Accident Database (iRAD). eDAR serves as a central repository for reporting, managing, and analysing road accident data across the country. It is integrated with key IT platforms such as VAHAN, Sarathi, CCTNS, PM Gati Shakti, and others.

The system covers all categories of roads, including National Highways, and provides data-driven insights to MoRTH and State agencies to support evidence-based policy formulation and strategic decision-making. It enables authorities to identify accident-prone locations through analytics, implement preventive measures, monitor the actions taken, and facilitate efficient processing of road accident claims. The Ministry has directed the Regional Offices of MoRTH, NHAI, and NHIDCL, to take immediate rectification measures at accident locations recorded on the eDAR portal.

Section 136(A) of the Motor Vehicles Act, 1988 provides for electronic monitoring and enforcement of road safety on National Highways, State Highways, roads or in any urban city within a state which has a population up to such limits as may be prescribed by the Central Government. Accordingly, Government has published Rule 167A in August 2021 for Electronic Monitoring and Enforcement of Road Safety at high-risk and high-density corridors on National Highways, State Highways and at critical junctions in Million plus cities and cities under National Clean Air Programme (NCAP) in the Country.

The Central Government notified rule 167 of the Central Motor Vehicles Rules, 1989 which provides procedure for issuance and payment of challan. The Government has developed an e-challan portal.

A multi-pronged strategy has been formulated to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.

Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.
