GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-2035
ANSWERED ON- 17/12/2025

ROAD SAFETY MEASURES BY NHAI

2035. SHRI MADAN RATHORE:
DR. ANIL SUKHDEORAO BONDE:
SHRI KESRIDEVSINH JHALA:
SHRI NARAYANA KORAGAPPA:
SHRI JAGGESH:
SMT. KIRAN CHOUDHRY:
SHRI S. SELVAGANABATHY:

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

(a) the measures undertaken by NHAI to strengthen its Road Safety Officer and Road Safety Auditor ecosystem;

(b) the methodology used for identifying High Fatality Zones (HFZs) and determining engineering or enforcement interventions under the Zero Fatality Attainment (ZFA) approach;

(c) how digital tools are used for supporting data-driven road safety planning; and

(d) the expected timelines and outcomes for ongoing mitigation works across identified HFZs?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Road Safety Audit is carried out for an independent assessment of newly constructed National Highways before opening them to commercial traffic. All identified road safety issues, including those related to road signages and markings, are addressed before the road is opened to the public. Subsequently, during the operation of the project highway, assessment is carried out at regular intervals to identify safety issues that may have emerged during operation and necessary remedial measures are taken up in a time-bound manner. Besides this, accident data on all national highways is monitored on a pan-India basis through the Integrated Road Accident Database (eDAR) portal, and accident spots are identified.

All field officers have been delegated powers to take advance remedial action on these identified accident spots, preventing them from converting to blackspots.

Technical capacity building is being done for road safety audit through certified training programmes on road safety audit through Indian Academy of Highway Engineers (IAHE). As on date, 282 Officers have successfully completed the Certification Course. Such courses are also being conducted for Road Safety Auditors/ Independent Engineers/ Authority Engineers/ Contractors & Concessionaires' Engineers.

(b) Accident-prone zones and black spots are determined by considering a stretch of highway where the risk of fatal crashes per km is found higher than the other NHs. The appropriate short-term and long-term rectification measures are determined and implemented on such sites on a priority basis

(c) The Electronic Detailed Accident Report (eDAR) has been integrated with PM GatiShakti framework. The integration helps to identify accident-prone areas in planning and design stage so that adequate safety measures may be finalized in the design and development of new highway projects.

The accident data is analyzed using grid analysis to identify top accident locations based on no. of accidents, no. of persons involved, etc. for planning interventions accordingly. Further, transition matrix has also been built in to analyse the accident trends between two time periods.

eDAR data is also helpful for impact assessment of various rectification measures undertaken.

(d) On implementation of mitigation measures on accident spots, the reduction of accidents/fatalities is monitored for next three years to measure the effectiveness of the mitigation measures or requirement of additional mitigation measures.

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