

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA
UNSTARRED QUESTION NO - 1384
ANSWERED ON - 11/02/2026

ENHANCING ROAD SAFETY ACROSS NATIONAL HIGHWAY NETWORK

1384. SHRI K.R.N. RAJESHKUMAR:

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

- (a) what steps are being taken by Ministry to enhance road safety across the National Highway network;
- (b) the progress and outcomes of National Road Safety Month, 2025 initiatives undertaken by Ministry, including details of awareness campaigns, enforcement drives and impact observed on road user behavior;
- (c) the status of implementation of Intelligent Transport Systems (ITS) on National Highways, specifying types of ITS technologies being deployed such as ATMS, VIDES, ETC, their geographical coverage, the quantifiable impact on traffic management and accident reduction; and
- (d) the specific measures being implemented to reduce road accident fatalities, particularly those involving two-wheelers and commercial vehicles?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) and (d) Government has formulated a multi-pronged strategy to address the issue of road safety based on 4E's i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken for road safety in the country as detailed at Annexure.
- (b) In order to observe National Road Safety Month (NRSM), 2025 in a comprehensive and impactful manner across the country, the Government undertook several key initiatives to ensure wide participation and effective implementation. The major initiatives are outlined below:
 - (i) As part of its outreach to States, Union Territories, and other stakeholders, the Government has called upon Chief Ministers of all States and Administrators of Union Territories, Members of Parliament (both Rajya Sabha and Lok Sabha), Chief Secretaries, and other concerned authorities to actively organize road safety-related activities within their respective jurisdictions. All participating agencies were requested to upload details of the activities conducted on the MYBharat Portal.
 - (ii) Undertaken various activities during NRSM, 2025 through the MyGov and MyBharat platforms involving quizzes, pledges, poster and drawing competitions. Approximately 21.84 lakh participants were sensitized through MYBharat portal and approx. 57,500 were sensitized through MyGov portal.
 - (iii) With the help of Center of Excellence for Road Safety (CoERS), organised various road safety awareness activities, including short-film making competitions to creatively highlight road safety

issues, interactive stalls at multiple forums, a Road Safety Hackathon titled “VAZHITHEER”, and a School Principals’ Conclave at the Indian Institute of Technology (IIT) Madras campus focusing on the role of educators in cultivating 21st-century skills and shaping the next generation of safe road users.

(iv) During NRSM 2025, a meeting of Transport Ministers, Transport Secretaries, and Transport Commissioners of all States has been held to deliberate on various road safety-related issues. Further, participated in Bharat Parv at the Red Fort during NRSM 2025 to showcase road safety initiatives, raise public awareness, and engage citizens through exhibitions and outreach activities.

(c) The Motor Vehicles (Amendment) Act, 2019 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 upto such limits as may be prescribed by the Central Government. Accordingly, Government has published Rules 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 cities having a population of more than one million and cities under National Clean Air Programme (NCAP) in the Country.

Advanced Traffic Management System (ATMS) is installed in high traffic density National Highways and National Expressways such as Bangalore-Mysore (Augmentation), Dwarka Expressway, Delhi-Agra, Lucknow Ring Road, Urban Extension Road – II, etc. by National Highways Authority of India (NHAI). Advanced Traffic Management System (ATMS) has provisions for various electronic enforcement devices such as speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), Weigh In Machine (WIM) and any such other technology specified by the State Government which helps 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, NHAI has also revised the standard 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. The document also provides for enabling API based e-challan by Enforcement Agencies through VIDES, integration with Rajmarg Yatra, NHAI One App, providing live camera feeds to NHAI Offices and Enforcement agencies, 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.

ANNEXURE REFERRED TO IN REPLY TO PART (a) and (d) OF RAJYA SABHA UNSTARRED QUESTION NO. 1384 ANSWERED ON 11.02.2026 ASKED BY SHRI K.R.N. RAJESHKUMAR REGARDING ENHANCING ROAD SAFETY ACROSS NATIONAL HIGHWAY NETWORK.

Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety : -

(1) Education:

- i. 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. Recently revised scheme guidelines have been issued, incorporating enhanced financial assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.
- ii. Administers Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.
- iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.

(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 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:

- 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. Formulated 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 with effect from 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.

xiii. Published Rules for Active safety features in Medium and Heavy Duty vehicles, which provide for Braking System including Anti-lock Braking, Endurance Braking System for M2, M3, N1, N2, N3 and Quadricycle (effective for new models from 1st January, 2027 and for existing models from 1st October, 2027), and Advanced Driver Assistance Systems (ADAS) including Vehicle Stability Function (VSF), Lane Departure Warning System (LDWS), Driver Drowsiness and Attention Warning Systems, Blind Spot Information Systems and Moving off Information Systems for M2, M3, N2 and N3 categories of vehicles (effective for new models from 1st October, 2027 and for existing models from 1st January, 2028).

(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. 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.

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 cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme for Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore (on first come first serve basis).

iv. On 10th June, 2024, the 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. Revised the scheme guidelines (named as Rah-Veer) 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. As per the scheme, the reward for Rah-Veer has been increased to Rs. 25,000/- from Rs. 5,000/-.

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 and Highways has notified the Cashless Treatment of Road Accident Victims Scheme, 2025 on 5th May, 2025. The detailed guidelines including process flow, stakeholder wise standard operating procedures and clearly delineated roles and responsibilities have also been notified on 4th June, 2025.
