

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

RAJYA SABHA
STARRED QUESTION NO. 259
ANSWERED ON - 12/08/2026

ROAD SAFETY ON NATIONAL HIGHWAYS IN BIHAR

*259. SHRI AKHILESH PRASAD SINGH

Will the MINISTER OF ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has identified accident-prone stretches on National Highways passing through Bihar based on recent road accident data;
- (b) whether road engineering deficiencies and inadequate safety infrastructure continue to contribute to fatal accidents in the State;
- (c) the measures taken to improve highway design, emergency trauma response and intelligent traffic management systems; and
- (d) whether a time-bound programme has been prepared to eliminate black spots on National Highways in Bihar?

ANSWER

THE MINISTER OF ROAD TRANSPORT & HIGHWAYS
(SHRI NITIN JAIRAM GADKARI)

(a) to (d) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (d) OF THE RAJYA SABHA STARRED QUESTION NO. 259 FOR ANSWER ON 12/08/2026 ASKED BY SHRI AKHILESH PRASAD SINGH REGARDING ROAD SAFETY ON NATIONAL HIGHWAYS IN BIHAR.

(a) Government has identified 174 accident-prone stretches (Black Spot Corridors) on National Highways passing through Bihar based on recent Electronic Detailed Accident Report (e-DAR) for the period 2023–2025.

(b) Development and maintenance of the National Highways is a continuous process. National Highways (NHs) are constructed and maintained as per the codes of practice of the Indian Roads Congress (IRC) and the prescribed specifications for Road and Bridge Works. Further, Road Safety Audits are undertaken at the design, construction, pre-opening and operational stages of NH projects and identified safety issues are addressed.

(c) The Government has implemented a multi-pronged strategy to enhance road safety in Bihar through the following measures:

i. Highway Design Improvements:

- **Mandatory Road Safety Audits (RSA):** Third-party RSAs are mandatory at all stages, including Detailed Project Report (DPR), construction, and operation, for all National Highway (NH) projects to ensure safety features are built into the design.
- **Engineering Interventions:** These include rectification of identified black spots, improvement of road geometry, and installation of crash barriers, signages, and road markings.
- **Monitoring:** The Drone Analytics Monitoring System (DAMS) is used for scheduled surveys to identify and remove unauthorized encroachments on highways.

ii. Emergency Trauma Response:

- **Incident Management:** Basic Life Support (BLS) ambulances, route patrol vehicles, and recovery cranes are deployed at specific locations in Bihar, supported by the 1033 Toll-Free Helpline.

- **State Coordination:** The State Health Department has mapped government ambulances for trauma care, and the Police and Transport departments of the State Government have deployed additional cranes and tow vehicles for clearing accident sites.
- **Financial and Medical Support:** The Prime Minister Road Accident Victims' Hospitalization and Assured Treatment 'PM-Rahat' scheme (2025) provides cashless treatment for accident victims. The reward for 'Rah-Veer' (Good Samaritans) has been increased to ₹25,000, and compensation for hit-and-run victims has been significantly enhanced.

iii. **Intelligent Traffic Management Systems (ITMS):**

- **ATMS:** Advanced Traffic Management Systems (ATMS) is being implemented in Bihar. These systems incorporate video surveillance, incident detection, and vehicle-actuated speed displays.
- **Enforcement:** Rules for Electronic Monitoring and Enforcement have been issued to facilitate technology-driven traffic management and e-challan issuance on high-density corridors.

(d) Rectification of Black Spot Corridors is a continuous process. Measures such as road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures and highway lighting are undertaken for immediate safety improvements, followed by detailed study/feedback based measures for geometric improvements, junction improvements, carriageway widening, capacity augmentation and construction of underpasses/overpasses. Some of these measures take time due to requirement of land acquisition, forest clearances and utility shifting.
