

**GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2921  
ANSWERED ON 12<sup>TH</sup> DECEMBER, 2024**

**AUDIT OF ROAD DESIGNS**

**2921. SHRI DHARMENDRA YADAV:**

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS**

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) whether the poor condition of roads, laxity in enforcement, unsafe vehicles and stray animals cause more than 9,00,000 deaths and injuries every year;**
- (b) if so, the details thereof particularly of Uttar Pradesh along with the action plan prepared to reduce road accidents, State-wise;**
- (c) whether the safety audit or road designs is grossly ignored before starting construction;**
- (d) if so, the details thereof;**
- (e) whether design audits conducted by the authorities are likely to reduce accidents by at least twenty five per cent;**
- (f) if so, the reaction of the Government thereto and the action taken in this regard;**
- (g) whether the Government has taken steps to reduce the number of blind spots on roads to ensure road safety of the citizens; and**
- (h) if so, the success achieved so far?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) and (b) As per the data received from the States/UTs, road accidents occur due to multiple causes 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, road condition etc.**

**As per the report published by the Central Government on Road Accidents in India, 2022, based on data received from States/UTs, total number of road accident fatalities and injuries on all kinds of roads in the country in the calendar year 2022 were 1,68,491 and 4,43,366 respectively. State-wise details of the same is given at Annexure-I.**

**The 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. Various initiatives undertaken by the Government to reduce road accidents in the country are detailed at Annexure-II.**

**(c) to (f) The Central Government in Ministry of Road Transport and Highways is mandated with the task of constructing and maintaining National Highways whereas States/UTs construct, maintain and manage State Highways & other roads. Road Safety is an integral and indispensable component of every National Highways Project. Road Safety initiatives on National Highways commence with the inception of Detailed Project report as road safety audit of all National Highways projects has been made mandatory at all stages i.e. design, construction, operation & maintenance through third party auditors/experts. Road Safety Audit has been completed for 31,423 km of NH in FY 22-23 and around 42,013 Kms of NH in FY 23-24. During current FY 2024-25, around 15329 KMs of NH has been audited (as on 30.09.2024).**

**(g) and (h) The Government has accorded high priority to identification and rectification of black spots/accident spots on National Highways based on the road accident data provided by the States/UTs. A total of 13,795 black spots have been identified on the National Highways.**

**Government takes short-term and long-term remedial measures as per site requirement. Out of the 13,795 black spots, short-term rectification measures have been completed on 9,525 black spots and long-term rectification measures have been completed on 4,777 black spots.**

**ANNEXURE REFERRED TO IN REPLY TO PART (a) and (b) OF LOK SABHA UNSTARRED QUESTION NO. 2921 ANSWERED ON 12<sup>TH</sup> DECEMBER, 2024 ASKED BY SHRI DHARMENDRA YADAV REGARDING AUDIT OF ROAD DESIGNS.**

**State-wise details of road accident fatalities and injuries for the Calendar Year 2022**

<b>S. No.</b>	<b>States/UTs</b>	<b>No. of fatalities</b>	<b>No. of injuries</b>
1	Andhra Pradesh	8,293	21340
2	Arunachal Pradesh	148	186
3	Assam	2,994	5637
4	Bihar	8,898	7068
5	Chhattisgarh	5,834	11695
6	Goa	271	1091
7	Gujarat	7,618	15089
8	Haryana	4,915	8519
9	Himachal Pradesh	1,032	4063
10	Jharkhand	3,898	3747
11	Karnataka	11,702	48154
12	Kerala	4,317	49307
13	Madhya Pradesh	13,427	55168
14	Maharashtra	15,224	27239
15	Manipur	127	817
16	Meghalaya	162	310
17	Mizoram	113	107
18	Nagaland	73	291
19	Odisha	5,467	10302
20	Punjab	4,756	3324
21	Rajasthan	11,104	22293
22	Sikkim	92	354
23	Tamil Nadu	17,884	67703
24	Telangana	7,559	20209
25	Tripura	241	541
26	Uttarakhand	1,042	1613
27	Uttar Pradesh	22,595	28541
28	West Bengal	6,002	12843
29	Andaman & Nicobar Islands	19	136
30	Chandigarh	83	203
31	Dadra & Nagar Haveli and Daman & Diu	90	273
32	Delhi	1,461	5201
33	Jammu & Kashmir	805	8372
34	Ladakh	62	346
35	Lakshadweep	2	2
36	Puducherry	181	1282
<b>Total (all India)</b>		<b>1,68,491</b>	<b>4,43,366</b>

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**Details of various initiatives under taken by the Government in Ministry of Road Transport & Highways to address the issue of Road Safety: -**

**(1) Education:**

- i. Administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.**
- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.**
- iii. 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.**

**(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 under the Ministry 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:**

- Seat Belt Reminder (SBR) for driver and co-driver.**
- Manual Override for central locking system**
- Over speed warning system.**

**For all M and N category vehicles:**

- 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. 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 w.e.f. 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.**

**(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.**

**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 in Million plus cities in India and cities under National Clean Air Programme (NCAP).**

**iii. On 10<sup>th</sup> June, 2024, 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. Published rules 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.**

**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 corridor of National Highways.**

**iv. Ministry of Road Transport & Highways along with National Health Authority (NHA), has implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh Haryana, Punjab, Uttarakhand, Puducherry and Assam.**

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