

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

**LOK SABHA  
STARRED QUESTION NO. 134  
ANSWERED ON 13<sup>TH</sup> FEBRUARY, 2025**

**SPEED MONITORING ON NHS**

**\*134. THIRU ARUN NEHRU:**

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

**सड़क परिवहन और राजमार्ग मंत्री**

**be pleased to state:**

- (a) the steps taken by the Government to detect over-speeding of vehicles;**
- (b) the actions taken against the frequent offenders in over-speeding cases;**
- (c) whether two-wheeler users are the victims in most cases, if so, the steps taken to manage this unfortunate situation; and**
- (d) whether the Government would bring about any comprehensive policy to help to reduce the number of fatalities and improve the number of detection due to rule violations, if so, the details thereof?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

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

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**STATEMENT REFERRED TO IN REPLY TO PART (a) TO (d) OF THE LOK SABHA STARRED QUESTION NO. \*134 FOR ANSWER ON 13.02.2025 ASKED BY THIRU ARUN NEHRU REGARDING SPEED MONITORING ON NHS.**

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**(a) to (d) The Motor Vehicles Act, 1988 is the principal instrument through which road transport is regulated in the country. The same has been amended first time in a comprehensive way by the Motor Vehicles (Amendment) Act, 2019, passed by the Parliament and published in the Gazette of India on 9th August, 2019.**

**The Motor Vehicles (Amendment) Act, 2019 included, *inter-alia*, provisions for road safety like stiff hike in penalties for traffic violations including penalties for over speeding, electronic monitoring and enforcement of road safety etc.**

**In exercise of powers conferred under sub-section (3) of section 109 of the Motor Vehicles Act, 1988, Central Government issued Motor Vehicles (High Security Registration Plates) Order, 2018 which mandates High Security Registration Plates (HSRP) for the vehicles manufactured on or after 1st April, 2019.**

**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.'**

**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.**

**As per data received from the States and UTs, out of the total 1,68,491 road accident fatalities which occurred in the calendar year 2022 on all category of roads, including NHs, in the country, 74,897 accident fatalities belong to two-wheelers in terms of road user category.**

**The Central Government in the Ministry of Road Transport and Highways has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken by the Government for road safety in the country as detailed at Annexure.**

**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.**

## **ANNEXURE**

**ANNEXURE REFERRED TO REPLY TO PART (a) to (d) OF LOK SABHA STARRED QUESTION NO. \*134 ANSWERED ON 13.02.2025 ASKED BY THIRU ARUN NEHRU REGARDING SPEED MONITORING OF NHS.**

**Details of various initiatives taken by the Government in Ministry of Road Transport & Highways for 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 ATs. 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 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. 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 corridors of National Highways.**

**iv. Government in 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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