

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

**LOK SABHA
UNSTARRED QUESTION NO. 1509
ANSWERED ON 13TH FEBRUARY, 2025**

DILAPIDATED CONDITION OF ROADS IN RAJASTHAN

†1509. SHRI RAHUL KASWAN:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether it is a fact that the roads with length of more than forty thousand kilometres in Rajasthan are in very bad and dilapidated condition due to which there has been a huge increase in traffic and accidents and there is a lot of trouble in commuting and if so, the details thereof;**
- (b) the length of such roads being maintained by the NHAI; and**
- (c) whether the Government is contemplating any measures to make traffic and transport facilities convenient and if so, the details thereof?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) The Government in the Ministry of Road Transport and Highways is responsible for development and maintenance of National Highways (NHs). Data in respect of bad and dilapidated length of roads under the management and control of the State Government is not maintained centrally.

Development and maintenance of National Highways (NHs), including NHs in the State of Rajasthan, is a continuous process.

Works on NHs are accordingly taken up depending upon inter-se priority, traffic density, availability of funds and synergy with PM Gati Shakti framework to keep the NHs in traffic worthy conditions.

The total length of NHs in Rajasthan is 10,733 km, out of which 7,111 km length of NHs is entrusted to National Highways Authority of India (NHAI).

Maintenance and Repair (M&R) of NH stretches, where development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions / Operation and Maintenance (O&M) Contracts have been awarded, are the responsibility of the concerned Concessionaires / Contractors till the end of Defect Liability Period (DLP) / Concession Period.

For the remaining NH stretches, Government has taken a policy decision to undertake maintenance works either through Performance based Maintenance Contract (PBMC) or through Short Term Maintenance Contract (STMC).

Details of funds allocated and expenditure incurred towards development, maintenance and repair (M&R) of NHs, and length of NHs awarded and constructed in the State of Rajasthan during last three financial years and current year are at Annexure-I.

Details of various initiatives taken by the Government in Ministry of Road Transport & Highways for road safety are at Annexure-II.

Initiatives taken by the Government in the Ministry of Road Transport & Highways to enhance convenience & travel experience of commuters on NHs / Expressways include continuous improvement / upgradation / development of NHs and Expressways with safety measures as per prescribed norms, provision of project facilities such as rest areas, bus lay byes, truck lay byes, etc., for convenience of the road users.

National Highways Authority of India (NHAI), through its fully owned company 'National Highways Logistics Management Limited (NHLML)', envision development of Wayside Amenities (WSA) at

every 40 km to 60 km interval along the NHs / Expressways from planning/ design stage itself.

The 'Rajmargyatra' App provides information about the highway, toll plaza, nearby amenities such as petrol pumps, hospitals, charging stations, weather updates, etc. This empowers citizens to make informed decisions and plan their journeys effectively. The App is integrated with FASTag services for seamless toll payments and offers multilingual support for wider accessibility. To promote safe driving habits, the App provides functionality to raise speed limit alerts and voice assistance. The platform also allows citizens to easily report issues, with geo-tagged image or video evidence, for highway or toll plaza operation, potholes and maintenance, unauthorized occupation, safety hazards etc.

ANNEXURE - I

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (c) OF LOK SABHA UNSTARRED QUESTION NO. 1509 FOR ANSWER ON 13.02.2025 ASKED BY SHRI RAHUL KASWAN REGARDING DILAPIDATED CONDITION OF ROADS IN RAJASTHAN.

Details of funds allocated and expenditure incurred towards development and maintenance of NHs in the State of Rajasthan during last three financial years and current year.

Year	Allocation (Rs in crore)	Expenditure (Rs in crore)
2021-22	11353	11353
2022-23	9719	9719
2023-24	8874	8874
2024-25*	4997	4481

Details of funds allocated and expenditure incurred on M&R of NHs in the State of Rajasthan during last three financial years and current year.

Year	Allocation (Rs in crore)	Expenditure (Rs in crore)
2021-22	146	146
2022-23	297	297
2023-24	619	619
2024-25*	847	798

*** Till 31.12.2024**

Details of length of NHs awarded and constructed in the State of Rajasthan during last three financial years and current year.

Year	Awarded (in km)	Constructed (in km)
2021-22	516	722
2022-23	1034	715
2023-24	531	868
2024-25**	98	723

**** Till 31.01.2025**

ANNEXURE - II

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (c) OF LOK SABHA UNSTARRED QUESTION NO. 1509 FOR ANSWER ON 13.02.2025 ASKED BY SHRI RAHUL KASWAN REGARDING DILAPIDATED CONDITION OF ROADS IN RAJASTHAN.

Details of various initiatives taken by the Central 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 Central 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.
