

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

**LOK SABHA
UNSTARRED QUESTION NO. 1527
ANSWERED ON 13TH FEBRUARY, 2025**

PM GATI SHAKTI-NATIONAL MASTER PLAN IN JHARKHAND

1527. SHRI DULU MAHATO:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details of the road projects/schemes approved for strengthening connectivity through various modes of transport under PM Gati Shakti-National Master Plan (NMP) in Jharkhand;**
- (b) the funds allocated and utilised for the purpose in Jharkhand, project-wise;**
- (c) whether any study has been conducted in the recent past to reduce the accident rate across Jharkhand, if so, the details thereof; and**
- (d) the steps taken by the Government in this regard under various initiatives including Pradhan Mantri Gram Sadak Yojana?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) All projects/schemes undertaken by the Government for the development of National Highways (NHs), Multi-Modal Logistic Parks (MMLPs) and Ropeways are planned in line with Pradhan Mantri (PM) Gati Shakti - National Master Plan (NMP) principles. The total length of NHs in the State of Jharkhand is 3500 km out of which ongoing NH projects is 846 km and length of awarded projects is 371 km.

(b) The project-wise funds are not allocated. The details of funds for the development of NHs and expenditure incurred on the NHs in the state of Jharkhand during last three years are given below :-

Year	Allocation (Rs. in	Expenditure (Rs.
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	crore)	in crore)
FY 2021-22	2853	2853
FY 2022-23	3127	3127
FY 2023-24	4599	4599

(c) and (d) The analysis of road accident data from the States / Union Territories (UTs) reveals that road accidents have many causes and are the result of interplay of various factors which can broadly be categorized into human error, road condition/environment and vehicular condition.

Government 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. Details of various initiatives taken to address road safety issues are annexed.

Under the Pradhan Mantri Gram Sadak Yojana with the support of the Asian Development Bank, a Rural Road Safety Manual has been prepared by the National Rural Infrastructure Development Agency (NRIDA) and circulated to all State Rural Road Development Agencies (SRRDAs) to construct safer rural roads. The Manual covers guidance on accident data records, safer road design, road safety audit checklists, community awareness, and education. Suggestive training modules for PIUs, consultants, and other stakeholders have also been given. Further, adequate provisions have been made in the programme guidelines of PMGSY III and PMGSY-IV, which States are required to follow while preparing the Detailed Project Reports (DPRs) of the road works to be sanctioned under the scheme. Also, the National Rural Infrastructure Development Agency apprised all States on 6th October 2020 to undertake a design stage audit of all PMGSY roads more than 5 km long in the light of the directions issued by the Hon'ble Supreme Court Committee on Road Safety. States were also requested to get all rural roads, more than 5 km long, on which the work is to start or is in progress, audited for safety. Existing rural roads in operation were also to be got audited/ inspected for undertaking remedial measures/retrofitting.

ANNEXURE REFERRED TO IN REPLY TO PARTS (c) AND (d) OF LOK SABHA UNSTARRED QUESTION NO. 1527 ANSWERED ON 13.02.2025 ASKED BY SHRI DULU MAHATO REGARDING PM GATI SHAKTI-NATIONAL MASTER PLAN IN JHARKHAND

Details of various initiatives taken by Government in Ministry of Road Transport & Highways to address road safety issues: -

(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 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:

Government has taken various initiatives 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.**
- 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 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 (NHAI) has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridor 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.**
