

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

**LOK SABHA
UNSTARRED QUESTION NO. 4555
ANSWERED ON 27TH MARCH, 2025**

MAINTENANCE OF HIGHWAYS AND TRAFFIC MANAGEMENT

†4555. SMT. LOVELY ANAND:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the steps being taken by the Government for the maintenance of highways and traffic management;**
- (b) whether the Government is bringing special schemes for constructing all-weather roads in remote and hilly areas and if so, the details thereof;**
- (c) the measures being taken to make highways safe and sustainable in hilly and landslide prone areas;**
- (d) the new provisions being implemented by the Government to enhance traffic management and road safety on highways; and**
- (e) whether there is any plan to implement a toll-free or concessional toll system in the northeastern States and if so, the details thereof?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) The Government has prioritized the maintenance of existing National Highway (NH) network and inter-alia evolved a mechanism to ensure Maintenance and Repair (M&R) of all NHs sections through accountable maintenance agency.**

The M&R of stretches of NHs, 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 the Defect Liability Period (DLP)/ the Concession Period. Similarly, for NHs stretches undertaken under TOT (Toll Operate and Transfer) and InvIT (Infrastructure Investment Trust), M&R responsibility lies with concerned Concessionaire till the end of the Concession Period.

For all remaining sections of NHs stretches, Government has taken a policy decision to undertake maintenance works through Performance Based Maintenance Contract (PBMC) or Short Term Maintenance Contract (STMC).

In order to strengthen the enforcement of traffic rules for ensuring traffic management in the country, the Government brings amendments in the Motor Vehicles Act from time to time. In accordance with the provisions of the Motor Vehicles (Amendment) Act, 2019, Government had also published rules 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 cities having a population of more than one million and cities under National Clean Air Programme (NCAP) in the country. Enforcement of these rules comes under the purview of the State / Union Territory (UT) Governments.

Additionally, the Government has taken up installation of Advanced Traffic Management System (ATMS) in Four lane and above NHs. ATMS has provisions for various electronic enforcement devices which help in speedy identification of incidents (including traffic violations) on the highway stretches and effectively monitor the highways, thereby improving incident response time and road safety.

(b) All development works on NHs, including NHs in Hilly and Remote areas, are generally planned as All Weather Roads only. Works on NHs are taken up based on the traffic density, condition of

the road, inter-se priority and synergy with PM Gati Shakti National Master Plan (NMP). At present, 1,310 NHs projects in 31,187 km length costing ₹8.11 Lakh Crore are under construction in the country.

For ensuring all-weather connectivity and effective traffic management on NHs in remote / hilly areas, weather / landslide warning & information systems are provided for guidance of traffic apart from tunnels and viaducts particularly in high altitude areas for seamless traffic movement.

(c) The Government has issued standardized parameters for investigating hill slope stability & selecting cost-effective long-term stabilization measures for landslide-prone areas in hilly regions. Further, sustainable bio-engineering measures such as coir/jute mat hydroseeding, interlinked chain mesh with green strips, bamboo piling by stepped berms and erosion control with Vetivar grass plantation on jute matting etc. have been implemented by the Government for stabilizing hilly and landslide prone areas, thereby enhancing safety on NHs in such areas. Construction of tunnel is also explored as an option in case the above solutions are not found feasible.

(d) Steps taken by the Government to enhance traffic management have been elaborated in reply to Part (a).

Road safety engineering measures / works on NHs, including rectification of blackspots, are undertaken mainly as part of scope of development / maintenance works on NHs or as standalone projects in certain cases. Out of total 13,795 black spots identified on the NHs upto 2021-22, short-term rectification measures have been completed on 11,515 black spots and permanent rectification measures have been completed on 5,036 black spots. Further, 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 at Annexure.

(e) User-fee at user fee plaza is collected for the use of section of National Highway as per the provisions of National Highways Fee Rules applicable for the respective category of vehicles uniformly across the country.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA UNSTARRED QUESTION NO. 4555 ANSWERED ON 27.03.2025 ASKED BY SMT. LOVELY ANAND REGARDING MAINTENANCE OF HIGHWAYS AND TRAFFIC MANAGEMENT

Details of various initiatives taken to address road safety issues: -

(A) 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.**

(B) Engineering:

B.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 MoRTH 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.**

B.2 Vehicle Engineering:

Various initiatives have been 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:

- 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 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. Formulated 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.**

(C) 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 cities having population of more than one million in the country and cities under National Clean Air Programme (NCAP).**
- iii. On 10th June, 2024, issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.**

(D) 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. 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.**
