

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

**LOK SABHA  
UNSTARRED QUESTION NO - 724  
ANSWERED ON 04<sup>th</sup> DECEMBER 2025**

**DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS**

**724. SHRI ANUP SANJAY DHOTRE:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) the current length of National Highways (NHs) constructed and under construction;**
- (b) the manner in which the Government is ensuring the timely completion of highway projects;**
- (c) the measures taken to improve road safety on NHs;**
- (d) the manner in which technology is being integrated for better traffic management; and**
- (e) the initiatives being taken to improve connectivity in remote and border areas?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

- (a) Total length of National Highways (NHs) constructed during current financial year 2025-26 is about 4073 km till November,2025. A total length of about 13,900 km is currently under construction.**

**b) In order to ensure timely completion of NH projects, the Government has undertaken various initiatives. These include streamlining and expediting land acquisition using “Bhoomirashi” portal and GIS-based Land Acquisition Plan, revamping “Parivesh” Portal through Ministry of Environment, Forest and Climate Change, to facilitate faster forest and environmental clearances, enabling online approval of General Arrangement of Drawings (GAD) of Road Over Bridge/Road Under Bridge (ROB/RUB) from the Railways, and leveraging the mechanism of review and resolution of bottlenecks / hindrances in ongoing projects, in active collaboration with the State Governments and other stakeholders. Government has also launched a web portal for Railway related clearances with defined timelines for various approvals.**

**The Government has put in place a strong framework using multiple mechanisms for monitoring project progress and contractor inefficiencies. Regular review meetings are conducted at various levels with stakeholders to assess project progress, and critical projects, such as those delayed by more than three years or pending for award / appointment.**

**Many State Governments conduct coordination meetings led by the Chief Secretary to resolve issues affecting project execution. Projects where issues remain unresolved are escalated for further review through the Project Monitoring Group and through “PRAGATI”.**

**(c) All NHs works are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as specifications for Road and Bridge Works. Indian Road Congress (IRC) Guidelines have been issued for regular safety audit of all NHs at design, construction, pre-opening stage of NH projects as well as on existing NHs for ensuring road safety.**

**Rectification of black spots is a continuous process and temporary measures are taken on immediate basis. Out of total 13,795 blackspots identified on National Highways (NHs) in the country, short-term rectification has been completed on 11,866 black spots. Long-term**

**rectification measures, as recommended by road safety audit reports, are implemented only at locations deemed necessary. Accordingly, long-term measures have been completed at 5,324 black spots, while 3,719 black spots have been assessed as not requiring such long-term interventions.**

**Long term rectification works includes improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. which involve pre-construction activities such as land acquisition, forest clearance & utility shifting which takes significant time. Electronic Detailed Accident Report System has been launched through which accident spots on NHs are noticed immediately. Accordingly such spots are visited immediately by field officers and appropriate short term measures are taken.**

**In order to reduce the fatality of accident victims, Government has planned pan India launch of the Scheme for Cashless Treatment of Road Accident Victims, as per the legal mandate of Section 162 of Motor Vehicles Act, 1988. The Scheme is aimed at strengthening the emergency care ecosystem to provide timely treatment to road accident victims and prevent loss of precious lives. The Scheme for Cashless Treatment of Road Accident Victims is presently implemented on pilot basis across 6 States / UTs, namely, Chandigarh, Assam, Punjab, Uttarakhand, Haryana and Puducherry for acclimatization of field officials.**

- i. 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.**

**(d) Technology is being increasingly integrated into road traffic management to improve safety, efficiency, and real-time monitoring. 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 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 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 Region-wise implementation Advanced Traffic Management System (ATMS) for National roll out in Four lane and above NHs in phased manner. ATMS has provisions for various electronic enforcement devices, including AI based Video Incident Detection, for surveillance of the highway stretches, 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. Five ATMS projects on pilot basis have been taken up by the Government on key high density highway corridors.**

**(e) The development and maintenance of NHs is a continuous process and works on all NHs, including development / capacity augmentation works on NHs inter-alia including providing connectivity to remote and border areas, are taken up based on traffic density, connectivity requirement, condition of the road, inter-se priority and synergy with PM Gati Shakti National Master Plan (NMP). At present, 1,208 NHs projects in about 28,000 km costing about ₹7.70 Lakh Crore are under construction in the country. This also includes development works in 4,522 km in border areas. Additionally, the Government has also taken up development of network of ropeways for improvement of first and last mile connectivity, accessibility, public convenience in remote areas.**

## **ANNEXURE**

### **ANNEXURE REFERRED TO IN REPLY TO PARTS (c) OF RAJYA SABHA UNSTARRED QUESTION NO. 724 ANSWERED ON 04.12.2025 ASKED BY SHRI ANUP SANJAY DHOTRE REGARDING DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS**

**Details of various initiatives taken by MoRTH 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 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 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 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. 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 1<sup>st</sup> 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. 01<sup>st</sup> April, 2025. Further, the vehicles of category M1, manufactured on and after the 1<sup>st</sup> 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. The Rules for Electronic Monitoring and Enforcement of Road Safety 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 a population of more than one million 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.**

**(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.**

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