

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

**LOK SABHA  
UNSTARRED QUESTION NO. 748  
ANSWERED ON 4<sup>TH</sup> DECEMBER, 2025**

**MEASURES TO OBTAIN SAFE ROADS**

**748. SHRI BALRAM NAIK PORIKA:**

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

**सड़क परिवहन और राजमार्ग मंत्री**

**be pleased to state:**

- (a) the current annual road accident fatality rate and the concrete measures being implemented to achieve the fifty per cent reduction target by the year 2030, including the data on enforcement of traffic rules, prosecution rates and the effectiveness of automated enforcement systems;**
- (b) whether national road safety audits are planned under the Road Accident Statistics framework to address engineering failures, missing barriers and inadequate infrastructure contributing to high fatalities, if so, the details thereof;**
- (c) the accountability mechanism for road quality including the penalties imposed on contractors and supervising officers for substandard construction and the number of contracts that have been terminated or penalties levied for poor quality work in the last three years; and**
- (d) the steps taken to ensure vehicle safety standards compliance, the number of vehicles recalled due to safety defects and the mechanism ensuring manufacturers' accountability for substandard vehicles?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) Government in the Ministry of Road Transport & Highways publishes report on "Road Accidents in India" based on data received from States/ UTs. As per the report, total number of road accidents and fatalities occurred in the country on all category of roads during calendar year 2023 were 4,80,583 and 1,72,890, respectively.**

**Government has formulated a multi-pronged strategy to address the issue of road safety based on 4Es i.e. Education, Engineering (both of**

**roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken for road safety in the country as detailed at Annexure.**

**The details of paid and unpaid challans is monitored through the eChallan dashboard report application. The URL for this application is <https://echallan.parivahan.gov.in/echallanreport>.**

**As per the dashboard, as on 30.11.2025, a total of 39.49 crore challans amounting to ₹ 59,761.26 crore have been issued. Out of these, 14.97 crore challans have been disposed of, generating revenue of ₹ 21,684.17 crore through various modes, including online payments.**

**(b) The Government has made it mandatory to conduct Road Safety Audit of all National Highways (NHs) at all stages i.e. design, construction, operation and maintenance. As on date, Road safety audit has been conducted in a length of 1,78,293 km since Financial Year (FY) 2019-20.**

**(c) Sub-section (1) of Section 198A of the Motor Vehicles Act, 1988 provides for any designated authority, contractor, consultant or concessionaire responsible for the design or construction or maintenance of the safety standards of the road to follow such design, construction and maintenance standards, as may be prescribed by the Central Government from time to time.**

**National Highways Authority of India (NHAI) has issued Circular for debarment or penalties against contractors/Concessionaire and Authority Engineers/Independent Engineers vide policy circular No. 16.11/2021 dated 16th November 2021 and No. 16.12/2022 dated 18th January 2022 respectively. Over the past three years, 66 contractors/concessionaires have been penalized or debarred.**

**(d) Government has framed the Central Motor Vehicles Rules (CMVR), 1989 and notified various Automotive Industry Standards (AIS), which prescribe detailed technical, safety, performance and emission requirements applicable to different categories of motor vehicles. A prototype of the vehicle is tested for compliance with provisions under the Act & Rules by the vehicle testing agencies notified under Rule 126 of CMVR, 1989.**

**As per Rule 127C of the CMVR, 1989, as amended from time to time, the Government has laid down procedure for mandatory recalling of Defective Motor Vehicles. The data of voluntarily recalled vehicles by the vehicle manufacturers is being maintained by Society of Indian**

**Automobile Manufacturers (SIAM). As per SIAM data, the total number, with class/type of voluntary vehicles recalled in the country due to safety defects during the last year and the current year, are as under:-**

| <b>S. No</b> | <b>Year</b>                                  | <b>2 Wheeler</b> | <b>Passenger Car</b> | <b>Total no. of Motor Vehicles</b> |
|--------------|--|------------------|----------------------|------------------------------------|
| <b>1</b>     | <b>2024</b>                                  | <b>8,33,476</b>  | <b>30,875</b>        | <b>8,64,351</b>                    |
| <b>2</b>     | <b>2025 (up to 26<sup>th</sup> November)</b> | <b>5,918</b>     | <b>1,13,255</b>      | <b>1,19,173</b>                    |

**ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA UNSTARRED QUESTION NO. 748 ANSWERED ON 4TH DECEMBER, 2025 ASKED BY SHRI BALRAM NAIK PORIKA REGARDING MEASURES TO OBTAIN SAFE ROADS.**

**Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety : -**

**(1) Education:**

- i. 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. Recently revised scheme guidelines have been issued, incorporating enhanced financial assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.**
- ii. Administers Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.**
- iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.**

**(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:**

**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:**

- 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. 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.**
- xiii. Published rules for Active safety features in Medium and Heavy Duty vehicles, which provide for Braking System including Anti-lock Braking,Endurance Braking System Test for M2, M3, N1, N2, N3 and Quadricycle (effective for new models from 1st January, 2027 and for existing models from 1st October, 2027), and Advanced Driver Assistance Systems (ADAS) including Vehicle Stability Function (VSF), Lane Departure Warning System (LDWS), Driver Drowsiness and Attention Warning Systems, Blind Spot Information Systems and Moving off Information Systems for M2, M3, N2 and N3 categories of vehicles (effective for new models from 1st October, 2027 and for existing models from 1st January, 2028).**

**(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. 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.**

**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 cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).**

**iii. Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme for Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore (on first come first serve basis).**

**iv. 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. Revised the scheme guidelines (named as Rah-Veer) 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. As per the scheme, the reward for Rah-Veer has been increased to Rs. 25,000/- from Rs. 5,000/-.**

**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 has notified the Cashless Treatment of Road Accident Victims Scheme, 2025 on 5<sup>th</sup> May, 2025. The detailed guidelines including process flow, stakeholder wise standard operating procedures and clearly delineated roles and responsibilities have also been notified on 4<sup>th</sup> June, 2025.**