

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

**LOK SABHA  
UNSTARRED QUESTION NO. 1087  
ANSWERED ON 05<sup>TH</sup> FEBRUARY, 2026**

**EXPANSION OF HIGHWAYS**

**1087. SHRI ESWARASAMY K:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

**(a) whether the Government has undertaken any new projects planned for double laning and expansion of existing highways and if so, the details thereof;**

**(b) the details of the funds allocated, sanctioned and released for National Highway (NH) projects, year and State-wise, particularly in Tamil Nadu;**

**(c) whether the Government has conducted road safety audits for NH stretches across the country, particularly in Tamil Nadu and if so, the findings thereof; and**

**(d) the number of accidents and fatalities reported on NHs during 2023, 2024 and the first half of 2025, year and State-wise and the steps being taken to curb the rising number of road accidents?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) The Government in Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). Development and maintenance of NHs is a continuous process. Works on NHs, including capacity**

**augmentation to two / four / six / eight lane standards, are accordingly taken up based on the traffic density, connectivity requirement, condition of the road and synergy with PM GatiShakti National Master Plan (NMP). At present, 1,231 NHs projects in about 27,597 km costing about ₹7.72 Lakh Crore are under construction in the country.**

**(b) State / Union Territory (UT) - wise and year - wise details of funds allocated and expenditure incurred towards development and maintenance of NHs during the last three years and current year, including for the State of Tamil Nadu, are at Annexure-I.**

**(c) All NHs works, including for the State of Tamil Nadu, are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as specifications for Road and Bridge Works. Necessary road safety measures, including provision of crash barriers, signage boards, Foot Over Bridges, etc. are taken up during design, construction, operation and maintenance stages.**

**Road Safety Audit (RSA) of all NHs is a continuous process and has been made mandatory at all stages i.e. design, construction, pre-opening stage of NH projects as well as during operation and maintenance stage on existing NHs for ensuring road safety. Based on findings of such audits, necessary remedial measures are taken in a time-bound manner.**

**(d) State / UT – wise details of the number of accidents and fatalities reported on NHs during each of the last three years are at Annexure-II.**

**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-III.**

**In order to reduce the fatality of accident victims, Government has taken up scheme for Cashless Treatment of Road Accident Victims and is presently implemented on pilot basis across 6 States / UTs, namely, Chandigarh, Assam, Punjab, Uttarakhand, Haryana**

**and Puducherry for acclimatization of field officials as per the legal mandate of Section 162 of Motor Vehicles Act, 1988. Government has planned its pan India launch. The Scheme is aimed at strengthening the emergency care ecosystem to provide timely treatment to road accident victims and prevent loss of precious lives.**

**ANNEXURE-I****ANNEXURE REFERRED TO IN REPLY TO PART (b) OF LOK SABHA UNSTARRED QUESTION NO. 1087 ANSWERED ON 05.02.2026 ASKED BY SHRI ESWARASAMY K REGARDING EXPANSION OF HIGHWAYS**

**State / UT - wise and year - wise details of funds allocated and expenditure incurred towards development and maintenance of NHs during the last three years and current year, including for the State of Tamil Nadu: -**

Amount in ₹ Crore									
Sr. No.	State/UT	2022-23		2023-24		2024-25		2025-26 (Till 31.12.2025)	
		Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.
1	Andhra Pradesh	6,957	6,957	11,440	11,440	11,777	11,756	9,863	8,686
2	Arunachal Pradesh	3,140	3,140	2,649	2,649	3,972	3,599	3,115	2,168
3	Assam	4,557	4,557	9,137	9,137	7,209	7,207	3,870	3,663
4	Bihar	9,347	9,347	10,749	10,749	8,840	8,840	5,634	5,057
5	Chhattisgarh	2,468	2,468	4,255	4,255	2,392	2,280	771	414
6	Goa	673	673	620	620	851	651	722	388
7	Gujarat	9,831	9,831	10,900	10,900	8,262	8,091	6,417	5,772
8	Haryana	3,924	3,924	6,062	6,062	4,391	4,344	1,891	1,870
9	Himachal Pradesh	4,534	4,534	5,175	5,175	3,998	3,994	2,595	2,383
10	Jharkhand	3,127	3,127	4,599	4,599	5,334	5,169	3,133	2,811
11	Karnataka	6,763	6,763	12,695	12,695	11,147	10,819	8,461	7,654
12	Kerala	3,994	3,994	10,419	10,419	5,100	5,082	2,427	2,370
13	Madhya Pradesh	6,210	6,210	7,447	7,447	7,819	7,799	7,827	7,123
14	Maharashtra	18,355	18,355	19,867	19,867	18,697	18,512	15,385	13,330
15	Manipur	2,737	2,737	2,598	2,598	2,018	2,011	1,167	796
16	Meghalaya	684	684	1,803	1,803	1,835	1,697	959	745
17	Mizoram	3,218	3,218	2,189	2,189	2,114	2,091	900	886
18	Nagaland	1,666	1,666	1,414	1,414	1,681	1,600	939	774
19	Odisha	4,643	4,643	5,948	5,948	6,121	5,786	4,449	3,784
20	Punjab	10,093	10,093	12,419	12,419	8,137	7,898	5,210	5,076
21	Rajasthan	9,719	9,719	8,874	8,874	6,330	6,301	3,782	3,248
22	Sikkim	1,008	1,008	684	684	473	441	318	211
23	Tamil Nadu	8,230	8,230	9,925	9,925	9,077	9,068	6,485	5,808
24	Telangana	3,622	3,622	6,117	6,117	7,564	7,496	5,085	4,213
25	Tripura	1,156	1,156	1,546	1,546	778	767	471	466
26	Uttar Pradesh	21,453	21,453	28,114	28,114	20,682	20,665	19,676	17,514
27	Uttarakhand	3,219	3,219	4,545	4,545	3,996	3,835	2,913	2,588
28	West Bengal	3,053	3,053	3,543	3,543	2,241	2,240	3,788	3,308
29	Andaman & Nicobar Islands	143	143	96	96	204	204	113	113
30	Chandigarh	1	1	0	0	0	0	1	0

Amount in ₹ Crore									
Sr. No.	State/UT	2022-23		2023-24		2024-25		2025-26 (Till 31.12.2025)	
		Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.
31	Dadra & Nagar Haveli	26	26	2	2	100	46	180	54
32	Daman & Diu								
33	Delhi / Headquarters	7,164	7,164	3,223	3,223	2,840	2,840	862	859
34	Jammu & Kashmir	7,370	7,370	10,528	10,528	10,331	10,204	5,749	5,441
35	Ladakh	574	574	658	658	794	768	256	225
36	Puducherry	61	61	35	35	29	23	7	0

**Alloc. – Allocation; Expd. – Expenditure**

**ANNEXURE-II****ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA UNSTARRED QUESTION NO. 1087 ANSWERED ON 05.02.2026 ASKED BY SHRI ESWARASAMY K REGARDING EXPANSION OF HIGHWAYS****State / UT – wise details of the number of accidents and fatalities reported on NHs during each of the last three years: -**

State/UT - wise Details of Accidents (Nos.) & Fatalities (Nos.) on NHs							
S. No.	State / UT	2023		2024		2025	
		Accidents	Fatalities	Accidents	Fatalities	Accidents	Fatalities
1	Andhra Pradesh	8,276	3,806	8258	4014	8011	4105
2	Arunachal Pradesh	156	88	145	96	67	37
3	Assam	3,427	1,564	3766	1722	6306	1602
4	Bihar	4,925	4,078	4681	4012	4320	3837
5	Chhattisgarh	4,144	1,910	4156	1952	2728	1347
6	Goa	1,125	102	920	108	829	106
7	Gujarat	3,607	2,233	3519	2192	3944	2380
8	Haryana	3,642	2,033	3844	2052	4641	1885
9	Himachal Pradesh	1,074	365	1018	312	893	291
10	Jharkhand	1,994	1,672	2039	1686	2056	1783
11	Karnataka	14,270	4,383	14208	4278	13537	3993
12	Kerala	10,640	1,056	9757	940	9195	907
13	Madhya Pradesh	14,561	4,476	13937	4644	7788	2882
14	Maharashtra	10,881	5,780	11285	5812	9592	5718
15	Manipur	272	51	210	49	196	56
16	Meghalaya	114	78	135	102	108	69
17	Mizoram	57	47	69	66	42	24
18	Nagaland	201	60	86	37	53	14
19	Odisha	4,587	2,180	4555	2358	3398	1974
20	Punjab	2,388	1,895	1912	1562	1111	858
21	Rajasthan	7,179	4,172	7174	4285	6686	4255
22	Sikkim	83	24	56	24	53	21
23	Tamil Nadu	20,582	6,258	20672	6376	21122	6156
24	Telangana	8,103	3,058	8599	3066	8395	2652
25	Tripura	255	129	242	114	174	95
26	Uttarakhand	840	564	828	543	875	605
27	Uttar Pradesh	15,184	8,446	17113	9560	10842	6973
28	West Bengal	3,841	1,957	4172	2113	4027	2043
29	Andaman & Nicobar Islands	39	6	52	14	85	10
30	Chandigarh	11	4	13	3	12	6
31	Dadra & Nagar Haveli	3	2	2	1	15	8
32	Daman & Diu					733	
33	Delhi	745	230	593	258	1827	260
34	Jammu & Kashmir	2,342	294	2,120	271	181	416
35	Ladakh	132	37	191	45	8011	35
36	Puducherry	497	74	631	105	465	79
	<b>Total</b>	<b>150,177</b>	<b>63,112</b>	<b>150,958</b>	<b>64,772</b>	<b>1,34,307</b>	<b>57,482</b>

**Figures for calendar year 2024 onwards based on latest eDAR (Electronic Detailed Accident Report) data.**

## **ANNEXURE-III**

### **ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA UNSTARRED QUESTION NO. 1087 ANSWERED ON 05.02.2026 ASKED BY SHRI ESWARASAMY K REGARDING EXPANSION OF HIGHWAYS**

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

**(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 driver.**
- 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 40 kmph.**
- 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 Builder**
- 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.**

- 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 1<sup>st</sup> January, 2027 and for existing models from 1<sup>st</sup> 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 1<sup>st</sup> October, 2027 and for existing models from 1<sup>st</sup> 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 ₹ 3,000**

**Crete (on first come first serve basis).**

- iv. On 10<sup>th</sup> 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 ₹ 25,000/- from ₹ 5,000/-.**
- ii. Enhanced compensation of victims of Hit and Run motor accidents (from ₹ 12,500 to ₹ 50,000 for grievous hurt and from ₹ 25,000 to ₹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.**

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