

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

**LOK SABHA  
UNSTARRED QUESTION NO. 124  
ANSWERED ON 29<sup>TH</sup> JANUARY, 2026**

**NATIONAL HIGHWAY SAFETY POLICY**

**124. SHRI SURESH KUMAR SHETKAR:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

**(a) whether the Ministry proposes to institute a comprehensive national highway safety policy mandating service roads, pedestrian underpasses and scientifically designed junctions as compulsory features rather than optional measures introduced only after fatalities occur, if so, the details thereof;**

**(b) whether the Ministry has identified persistent black spots on national highways that continue to pose life-threatening risks to daily commuters and the urgent measures being implemented to prevent further accidents on such stretches, if so, the details thereof;**

**(c) whether the Government proposes to mandate that all future national highways passing through habitations include continuous service roads for segregation of local traffic to proactively prevent recurring accidents and safety failures, if so, the details thereof;**

**(d) whether any independent third-party road safety audits are being conducted after construction of national highways or whether contractors are still permitted to self-certify compliance raising concerns about accountability and commuter safety, if so, the details thereof; and**

**(e) whether the Government proposes to provide compensation and rehabilitation to families of victims who lost their lives due to delayed safety interventions and design-related negligence on national highways, if so, the details thereof?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) to (d) Government in Ministry of Road Transport and Highways is primarily responsible for development, operation and maintenance of National Highways (NHs). 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. Necessary road safety measures which,inter-alia,include provision of crash barriers, signage boards, foot over bridges, etc. are taken up during design, construction, operation and maintenance stages.**

**Road Safety Audit is carried out for the independent assessment of newly constructed roads before opening them to commercial traffic. All identified road safety issues, including those related to road signages and markings, are addressed before the road is opened to the public. Subsequently, during the operation of the project highway, assessment is carried out at regular intervals to identify safety issues that may have emerged during operation stage and any necessary remedial measures are taken in a time-bound manner. Besides this, accident data on all existing and new national highways is monitored on a pan-India basis through the eDAR portal (Integrated Road Accident Database), and accident spots are identified. Further, all field officers have been delegated powers to take advance remedial action on these identified accident spots, preventing them from being converted to blackspots.**

**Also, identified blackspots are rectified by carrying out short-term measures like road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. in a time bound manner. Further, long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken as permanent rectification measures based on road safety audit report and site conditions.**

**(e) As per section 161 of Motor Vehicles Act, 1988 the Central Government provides compensation in respect of the death of persons resulting from hit and run motor accidents. Accordingly, the Compensation to Victims of Hit and Run Motor Accidents Scheme, 2022 has been notified by the Government vide G.S.R. 163(E) dated the 25th February, 2022. Under this scheme, a fixed sum of Rupees Two Lakh is provided to legal representatives of the deceased in case of the death of an accident victim due to hit and run motor accident. The scheme guidelines also has provision for providing compensation of an amount of Rs. 50000/- in case of grievous injury.**

**As per section 162 of the Motor Vehicles Act, 1988, Government has formulated a scheme to provide cashless treatment to the victims of road accidents caused by the use of motor vehicles. The key features of the scheme are summarised as under:**

- i. Victims are entitled to cashless treatment upto Rs. 1.5 lakh per victim per accident for a maximum period of 7 days from the date of accident.**
- ii. To be implemented by National Health Authority (NHA) in coordination with State Governments (Police, empaneled hospitals, State Health Agency (SHA)) etc.**
- iii. Ayushman Bharat Pradhan Mantri-Jan Arogya Yojana (AB PM-JAY) packages for trauma and polytrauma care have been co-opted.**
- iv. Claims raised by hospitals for providing treatment to be reimbursed from the Motor Vehicle Accident Fund.**

**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.**

**Further, the Government has constituted the Motor Vehicle Accident Fund as per the mandate of section 164B of Motor Vehicles Act, 1988, which is to be utilised, inter alia, for treatment of the persons injured in the road accidents in accordance with the scheme framed under section 162 of the Motor Vehicles Act, 1988. The Fund includes contributions pooled from general insurance companies as well as budgetary grant by the Government.**

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