

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

**LOK SABHA  
UNSTARRED QUESTION NO. 2211  
ANSWERED ON 12<sup>TH</sup> FEBRUARY, 2026**

**UPGRADATION OF ROAD INFRASTRUCTURE**

**†2211. SHRI ZIA UR REHMAN:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) whether the Government is aware of poor road conditions, traffic congestion and high accident rates on highways in Western Uttar Pradesh;**
- (b) if so, the details of the steps taken to upgrade road infrastructure and improve road safety in the region;**
- (c) whether similar road safety and infrastructure challenges exist in other parts of the country; and**
- (d) if so, the details of the national initiatives undertaken to modernise highways and reduce road accidents?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) to (d) The Government in Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs).**

**The Government receives proposals from various State Governments / Union Territories (UTs), including from the districts of Western Uttar Pradesh (UP) from time to time, for declaration / upgradation of State Roads, including State Highways (SHs), as new**

**NHs. Decisions are taken to notify State Roads as NHs from time to time based on the broad principles of declaration of NHs, requirement of connectivity, traffic density and synergy with PM Gati Shakti National Master Plan (NMP).**

**Development and maintenance of National Highways (NHs) is a continuous process. Works on NHs, are accordingly taken up based on the traffic density, condition of road and synergy with PM Gati Shakti National Master Plan to keep the NHs in traffic worthy conditions.**

**Government has focused on development of NHs in accordance with the traffic volume and also ensuring that no section of NHs should be left without any contractual maintenance agency.**

**The details of completed NHs projects for development and maintenance of NHs passing through Western UP during last three years and current year are at Annexure I.**

**Project-wise details of sanctioned/ongoing NHs projects for development and maintenance of NHs passing through Western UP with the time-frame of completion are at Annexure II.**

**Funds are allocated for development and maintenance of NHs State/ Union Territory-wise/agency wise and not district / region-wise.**

**The details of funds allocated and expenditure incurred towards development and maintenance of NHs in the State of Uttar Pradesh during each of the last three years and the current year are as follows:**

**Amount in Rs Crore**

<b>Year</b>	<b>Allocation</b>	<b>Expenditure</b>
<b>2022-23</b>	<b>21,453.40</b>	<b>21,453.40</b>
<b>2023-24</b>	<b>28,113.83</b>	<b>28,113.83</b>
<b>2024-25</b>	<b>20,682.48</b>	<b>20,664.95</b>
<b>2025-26 (Till 31.12.2025)</b>	<b>19,676.39</b>	<b>17,513.89</b>

**A number of schemes have been implemented by the Government for development of NHs in the country. These are Bharatmala Pariyojana including subsumed National Highways Development Project (NHDP), Special Accelerated Road Development Programme for North-East Region (SARDP-NE), Special Programme for development of Roads in Left Wing Extremism affected Area (LWE) and Externally Aided Projects (EAP). NHs stretches not covered under any of the above schemes are taken up for development under National Highway Original [NH(O)] works depending upon traffic density, condition of road and synergy with PM Gati Shakti National Master Plan.**

**Regarding Accidents, the details of the number of accidents and fatalities reported on NHs including Western UP during each of the last three years are as under: -**

2023		2024		2025	
Accidents	Fatalities	Accidents	Fatalities	Accidents	Fatalities
150,177	63,112	150,958	64,772	1,34,307	57,482
Figures for calendar year 2024 onwards based on latest eDAR (Electronic Detailed Accident Report) data.					

**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 inter-alia include provision of crash barriers, signage boards, foot over bridges, etc. are taken up during design, construction, operation and maintenance stages.**

**Further, 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.**

**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 (electronic Detailed Accident Report) portal, and accident spots are identified. Further, 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.**

**Furthermore, Government has formulated a multi-pronged strategy to address the issue of road safety based on 4E's i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care, details of which are placed at Annexure-III.**

**ANNEXURE-I****ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA UNSTARRED QUESTION NO. 2211 FOR ANSWER ON 12.02.2026 ASKED BY SHRI ZIA UR REHMAN REGARDING "UPGRADATION OF ROAD INFRASTRUCTURE".****Details of completed NHs projects for development and maintenance of NHs passing through Western UP during last three years and current year**

S. No.	NH No.	District	Project Name	Total Project Cost (Rs Crores)	Date of completion	Expenditure (Rs Crores)
1	530B	Mathura	Six lane Flyover with slip road along NH 44 at junction of NH 530B at start point (design chainage km 0.0) of Mathura Bypass at existing km 154.200 of NH 02 (New NH 44) in the State of Uttar Pradesh on EPC mode.	44.757	07.09.2024	44.757
2	530B		Four Lanning of NH - 530B from Mathura Bypass (Start) (Existing km 266.000 of SH 33/Design km 0.000) to Gaju village (End) (Design Km 32.982) (Design Length=32.982 km) in the State of Uttar Pradesh on HAM mode (PACKAGE 1B)	885	PCOD 30.08.2025	885
3	530B	Hathras & Aligarh	Four Lanning of NH 530B from Gaju Village (Design Km 32.982 Mathura -Aligarh District Boundary) to Devinagar Bypass (Existing Km 208.00 of Sh-33(NH-530B) (Design Km 66.000)).(Design Length 33.018Km) in Uttar Pradesh on HAM mode (PKG – 1C)	738	28.04.2025	738

4	34 (Old NH-91)		Aligarh-Kanpur section NH-34 (Aligarh-Bhadwas, Pkg-1)	2069.6	16.05.2023	1235.26
5	34 (Old NH-91)	Etah	Aligarh-Kanpur section NH-34 (Bhadwas-Kalyanpur, Pkg-2)	3135.28	12.06.2021	1493.66
6	34 (Old NH-91)	Mainpuri	Aligarh-Kanpur section NH-34 (Kalyanpur-Naviganj, Pkg-3)	3563.44	25.10.2021	1813.2
7	NH-09	Hapur, Amroha & Moradabad	Six Laning of Hapur Bypass to Moradabad Section including Hapur Bypass from Km. 50.000 (Design Chainage 50.000) to Km. 148.277 (Design Chainage 149.867) of NH-24 (New NH-09) in the State of Uttar Pradesh on DBFOT (Toll) under NHDP-V.	2140.93	13.09.2025	-
8	NH-09, 530, 30	Moradabad, Rampur & Bareilly	Four Laning of Moradabad-Bareilly Section of NH-24 from Km 148.00 to Km 262.00 in the state of Uttar Pradesh Under NHDP Phase-III on DBFOT Basis	1267	30.07.2019	-
9	334DD	Bulandshahr	Periodic Renewal from km. 28.580 to km. 29.639, km.30.029 to km.30.060 & km. 30.659 to km. 44.843 of NH-334DD	11.05	14.06.2023	6.78
10	NH-509	Moradabad, Sambhal, Bulandshahr & Aligarh	Improvement / Augmentation of Aligarh-Moradabad Section of NH-93 to 2 Laning with Paved Shoulders from Km 85.650 (Existing Chainage Km 85.650) to Km 232.020 (Existing Chainage Km 232.000) in the State of Uttar Pradesh under NHDP Phase-IV on Engineering, Procurement and Construction (EPC) Mode.	1046.65	02.06.2022	1093.13
11	NH-09	Rampur	2-Lane Existing Rampur Bypass of Rampur to be developed to 4-Lane in the State of Uttar Pradesh (Km 0+000 to Km 10+190) (Length= 10.19 km) on EPC Mode.	364.47	31.10.2025	272.09

12	NH-30 (Old NH-24)	Bareilly and Shahjahanpur	Bareilly - Sitapur Section from km. 262.00 to km. 419.590 in the State of Uttar Pradesh	994.68	08.11.2025	1134.5
13	730C	Shahjahanpur	Rehabilitation and Up-gradation to 2L+PS of Allahganj-Miranpur Katra section (Km 52.770 to Km.114.000) of NH-730C under GNHCP with loan assistance of World Bank on EPC Mode	316.05	27.02.2024	299.06
14	730C, 730B & 731K	Shahjahanpur/ Pilibhit	R/U to 2-lane with PS of Radhaita to Pilibhit Section of 46.130 km., which includes (i) 6.850 km of NH-730C from Km.137.250 to 144.100), (ii) 3.550 of NH-730B (from Km.144.100 to 147.650) & (iii) 35.730 km of NH-731K (from Km.147.650 to 183.380)	219.19	09.01.2025	208.74
15	731K	Shahjahanpur	Balance work of construction of a minor bridge over Kaimua Nala in Km.24.00 of NH-731K on item rate basis	0.72	22.02.2025	0.71
16	731K	Shahjahanpur	PR in km 1 (1420m) to km 12, km 19 to 21, km 40 and km 43 of NH-731K on EPC mode	7.77	09.04.2023	5.53
17	NH-30 (Old NH-74)	Pilibhit & Bareilly	Balance Work of 2L PS of Sitarganj-Bareilly from Km. 254.820 to Km. 329.280 section of Old NH-74 in the State of UP & UK	213.39	30.04.2023	199.68
18	NH-709B	Ghaziabad & Baghpat	NH-709B, Pkg.-II: Six lane access controlled in Uttar Pradesh portion of Delhi Saharanpur Highway from Delhi/UP Border to EPE Junction (Ch. 14.750 to Ch. 31.600) in the State of Uttar Pradesh on EPC mode under Economic Corridor in phase-I of Bharatmala Pariyojana	2002.79	01.12.2025	1731.21

19	21	Agra	Widening of two lane with paved shoulder with Strengthening from Km. 0.165 to 17.756 of NH-11 (New NH No.21)	43.73	30.06.2018	24.87
20	NH-44	Mathura & Agra	Six Laning of Delhi - Agra section from Km.20.500 to Km.200 in the State of Haryana and U.P.	1928.22	PCC issued w.e.f 20.05.2022	Project implemented under BOT (Toll) Mode
21	235	Meerut	Widening of existing four lane to six lane road from km 3.000 to km 7.469 of NH-235 (New NH-334) under EPC mode	44.92	31.07.2025	44.43
22	334B	Meerut & Baghpat	NH-334B from Meerut to Haryana Border via Baghpat in the State of Uttar Pradesh on EPC mode.	371.37	18.10.2022	316.29
23	709A	Meerut, Muzaffarnagar, Baghpat & Shamli	Bidoli (HR/UP Border) – Shamli-Meerut	761.26	03.11.2023	1021.93
24	709AD	Shamli	Panipat to Shamli Pkg-I of NH-709AD (Lenght - 35.580km)	1252.61	25.01.2023	1326.12
25	709AD	Shamli & Muzaffarnagar	Shamli to Muazaffarnagar Pkg-II of NH-709AD (Lenght - 42.870km)	1621.08	02.01.2024	1709.39
26	709B	Shamli & Saharanpur	Shamli to Saharanpur section of NH-709B, Pkg-II (length - 62.772Km)	739.09	22.03.2025	800.25
27	SPUR	Shamli	Spur(SHAMLI) of NH-709AD connecting NH-709A	326.79	03.05.2025	244.28
28	NH-119	Meerut & Bijnor	4-Laning of Meerut Najibabad Section from km. 11.500 to km 39.250 and km 86.590 to Km. 112.545.in the state of Uttar Pradesh on HAM Mode.	2836.9	03.02.2025 (COD)	1995.75
29	NH-709AD	Muzaffarnagar	Muzaffarnagar - Miranpur section of NH-709AD package - iii from Km. 97.450 to Km. 123.450 in the state of Uttar Pradesh on EPC Mode.	947.89	30.10.2024 (COD)	853.97

30	Spur Muzaffarnagar	Muzaffarnagar	Spur of Muzaffarnagar connecting NH-58 to NH-709AD in the state of Uttar Pradesh on EPC Mode.	408.94	30.10.2024 (COD)	227.74
31	334A	Muzaffarnagar	Widening and strengthening from km 0.00 to km 15.089 of NH-334A (Purkaji-Laksar-Haridwar Road) to two lane with paved shoulder configuration under EPC mode in the State of UP.	227.06	31.12.2024	144.99

**ANNEXURE-II**

**ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA UNSTARRED QUESTION NO. 2211 FOR ANSWER ON 12.02.2026 ASKED BY SHRI ZIA UR REHMAN REGARDING "UPGRADATION OF ROAD INFRASTRUCTURE".**

**Project wise details of sanctioned/ ongoing NHs projects for development and maintenance of NHs passing through Western UP**

S. No.	NH No.	District	Project Name	Total Project Cost (Rs Crores)	Length (km)	Date of Sanction/ Award	Appointed date	Original contractual date of completion	Physical progress in %	Revised/ Target date of completion
1	321	Agra	STMC work of NH-321 from Km.0.000 to 15.010 & NH-91A from Km.41.000 to 66.000	5.81	40.01	19.11.2025	At Bid Evaluation stage			
2	321G	Agra	Maintenance of Km 0.000 to Km 51.600 of NH-321G (Agra-Jalesar-Etah) road under Short Term Maintenance Contract on percentage rate basis for financial year 2024-25	4.96	51.60	29.11.2024/ 27.01.2025	21.02.2025	20.02.2026	85	20.02.2026
3	334D	Aligarh	Aligarh-Palwal section, Pkg-1 from Km. 0.000 to Km. 46.390	1663.38	46.39	11.03.2024/ 13.03.2024	27.03.2025	26.03.2027	7	-
4	334D	Aligarh	Aligarh-Palwal section, Pkg-2 from Km. 46.390 to Km. 61.110	986.88	22.72	15.03.2024/ 01.08.2024	27.08.2025	26.08.2027	2.5	-
5	NH-734	Moradabad	Improvement & Up-gradation of NH-734 section of Moradabad - Thakurdwara - Kashipur: "Package-II: Moradabad – Thakurdwara" (Length= 38.770 km) Start from Ch. 0+00 (Existing Km. 389+00 at Bijna) and ends at Ch. 38+770 (near UP/UK Border) on EPC Mode	2006.82	38.77	30.09.2022/ 22/08.12.2022	15.03.2024	14.03.2026	39.1	07.12.2026

6	NH-509	Moradabad, Sambhal, Bulandshahr & Aligarh	Operation and Maintenance of Aligarh to Moradabad of NH-93 (New NH-509) Km. 79.000 to Km. 232.020 for a Length 153.02 kms. with 2-Lane Paved Shoulders on PBM mode	102.23	153.02	30.12.2024	31.03.2025	30.03.2030	O&M work	
7	30	Bareilly & Pilibhit	4L of Bareilly-Pilibhit-Sitaranj from Km. 0.000 to Km. 32.500 of NH-30 (Pkg-1)	1391.64	32.5	03.02.2025/ 28.03.2023	14.03.2024	13.03.2026	43.56	17.08.2026
8	30	Pilibhit	4-laning of Pilibhit - Sitaranj from Km. 32.500 to Km. 70.800 (Pkg-2) of NH-30	1464.19	38.3	07.02.2023/ 27.03.2023	14.03.2024	13.03.2026	23.42	25.01.2027
9	731	Shahjahanpur	Improvement and Up-Grading of Existing Road to 2/4L PS from Km 40.000 to 88.750, start of Khutar bypass to start of Shahjahanpur bypass of NH 731(Pkg-I)	762.62	48.75	30.03.2022/ 20.06.2022	03.02.2023	02.02.2025	99.2	15.02.2026
10	731	Shahjahanpur & Hardoi	Improvement and Up-Grading of Existing Road to 4L PS from Km 88.750 to 123.650, from Start of Shahjahanpur Bypass to start of Shahabad bypass of NH 731(Pkg.-2A)	947.74	34.9	20.09.2022/ 30.11.2022	19.01.2024	18.01.2026	53.9	20.06.2026
11	530B	Bareilly	Construction of 4/6 lane Highway of Southern Bareilly Bypass, starting at Ch. 237+000 of NH 530 near Jhumka chauraha, Dhantiya village and ending at Ch. 267+000 of NH 30 near Invertis University including Trumpet Interchange	2117.07	29.92	18.12.2024/ 28.03.2025	24.12.2025	23.06.2028	0.6	23.06.2028
12	NH-30 (Old NH-24)	Bareilly, Shahjahanpur, Hardoi, Lakhimpur Khiri & Sitapur	Strengthening & overlay on intermittent locations of Bareilly-Sitapur balance works section from Km. 262.000 to Km. 419.590 of NH-30	202.56	98.8	19.01.2024	12.03.2024	11.03.2025	96.45%	31.03.2026

13		Hathras, Etah & Kasganj	4-laning of NH-530B (Package-II) from Devinagar Bypass (End) [Existing Km.208.000 of NH-530B/Design Km.66.000] to Kasganj Bypass (End) [Existing Km.150.100 of NH-530B/Design Km.123.100] in the state of UP under Bharatmala Pariyojna on HAM.	2289.52	57.967	20.03.2023/ 29.03.2023	06.06.2024	05.06.2026	50.97%	31.12.2026
14	NH-530B	Kasganj & Badaun	4-laning of NH-530B (PKG-III) from Kasganj Bypass (End) [Existing Km.150.100 of NH-530B/Design Km.123.100] to Chandan Nagar [Existing Km.96.200 of NH-530B/Design Km.179.500] in the state of Uttar Pradesh under Bharatmala Pariyojna on HAM	2009.11	56.40	28.03.2023/ 16.06.2023	30.05.2025	29.05.2027	15.16%	-
15		Badaun & Bareilly	Four Lane Highway from Chandan Nagar (Existing Km96.200 of NH 530B /Design Km. 179.500) to Bareilly Bypass (Start) ( Existing Km. 59.025 of NH 530B/ Design Km. 218.000) section of NH 530B, in the State of Uttar Pradesh on Hybrid Annuity Mode (HAM).	1527.40	38.50	15.10.2024/ 28.03.2025	19.11.2025	18.11.2027	3.97%	-
16	NH-58 (new NH-334 & NH-34)	Muzaffarnagar	Road Safety Improvement of Critical junction on Muzaffarnagar-Haridwar section of NH-334 from Km 143+000 to Km 196+000 in the state of Uttar Pradesh & Uttarakhand on EPC Mode under NH (O).	119.27	6.96	26.05.2025	04.10.2025	03.10.2027	3.75	03.10.2027
17	New Greenfield alignment	Ghaziabad & Meerut	DME, Pkg.-V: 4 lane Connector from Delhi-Meerut Expressway to Km 8.520 of NH-235 in the state of Uttar Pradesh on EPC Basis (Greenfield alignment)	1147.26	14.600	06.08.2021	30.03.2022	29.03.2024	76%	30.06.2026

18	NH-148NA	Gautambudh Nagar	Construction of Greenfield Connectivity to Jewar International Airport from DND-Faridabad-Ballabhgarh Bypass KMP Link - Spur to Delhi Mumbai Expressway	2414.67	9.125 KM	07.07.2022	22.06.2023	21.06.2025	63.10%	01.05.2027
19	334DD	Gautam Budhh Nagar	Maintenance of NH-334DD from Km. 0.000 to Km. 11.200, Km. 13.600 to Km. 28.580, Km. 29.639 to Km. 30.029 and Km. 30.060 to Km. 30.659 (excluding Km. 0.100 to Km. 0.700, Km. 0.850 to Km. 1.050, Km. 1.600 to Km. 1.700, Km. 1.950 to Km. 2.100, Km. 3.200 to Km. 4.000, Km. 4.100 to Km. 4.300, Km. 5.000 to Km. 5.200 and Km. 5.800 to Km. 6.200) under STMC	1.14	27.17	24.11.2025	At Bid Evaluation Stage			
20	334DD	Gautam Budhh Nagar	Emergency repair works on NH-334DD in 2.85 Km in different reaches from Km. 0+100 to Km. 6+400 & Km 28+000 to Km 28+200 in (Abadi portion of Hamidpur Km. 0+100 to Km. 6+400 & Km 28+000 to Km 28+200 in (Abadi portion of Hamidpur and Jewar) under Special Repair Head on EPC mode	20.61	2.85	14.11.2025	At Bid Evaluation Stage			
21	344G	Baghpat	Delhi - Saharanpur - Dehradun Economic Corridor PKG-I	1602.01	27.000	24.12.2021	02.09.2022	31.08.2024	99	31.03.2026
22		Baghpat & Muzaffargarh	Delhi - Saharanpur - Dehradun Economic Corridor PKG-II	1335.45	29.500	28.08.2021	02.09.2022	31.08.2024	96	31.03.2026
23		Shamli	Delhi - Saharanpur - Dehradun Economic Corridor PKG-III	1159.96	25.500	28.08.2021	02.09.2022	31.08.2024	99	31.03.2026
24		Shamli & Saharanpur	Delhi - Saharanpur - Dehradun Economic Corridor PKG-IV	1428.19	37.790	28.08.2021	02.09.2022	31.08.2024	98	31.03.2026

25	344GM	Shamli & Saharanpur	6L access Controlled Greenfield Highway from GogwanJalalpur (Shamli) to Ranipur Barsi (Saharanpur) of Shamli-Ambala section (Package-I) (Design Ch. Form km 00.600 to km 45.500)	1843.59	46.100	29.07.2022	17.05.2023	17.05.2025	56	26.07.2026
26	NH-119 (Package - II)	Meerut, Muzaffarnagar & Bijnor	4-laning of Behsuma - Bijnor section of NH-119 from Km. 39.240 to Km. 86.590 in the state of Uttar Pradesh on HAM Mode.	2139.62	39.56	29.03.2023	20.05.2024	19.05.2026	54.75%	19.05.2026
27	Spur Meerut	Meerut	Spur of Meerut-Garh-Muktेशwar section(NH-709A) connecting NH-119 and NH-58 bypassing Meerut Town on EPC Mode.	953.79	12.028	23.03.2022	17.02.2023	16.02.2025	87.14%	12.07.2026
28	NH-709AD (Package - IV)	Bijnor	Bijnor - Kotawali section of NH-709AD (package-iv)from Km. 153.660 to Km. 175.280 in the state of Uttar Pradesh.	300.59	21.62	22.07.2021	01.11.2021	03.05.2023	96.00%	15.04.2026
29	NH-709A	Meerut & Hapur	Improvement and Up-gradation of NH-709A Garhmuktेशwar ( Chainage 83.200 of NH-24) to Meerut (Chainage 9.860 of NH-235) including connector to NH-119 Package-XII in Uttar Pradesh.	2068.99	50.254	12.03.2021	10.10.2021	10.10.2023	Contractor terminated. Matter is sub-judice in Hon'ble High court of Allahabad.	
30	321G	Etah	Rehabilitation and upgradation from km 51.600 to km 75.700 of NH-321G (Nuhkhas to Etah section) to two lane with paved shoulder configuration under EPC mode	343.54	24.10	08.01.2022/ 02.02.2023	28.02.2024	27.08.2025	49	30.09.2026
31	92	Mainpuri	R/U to 2-lane with PS of Bewar to near karri village section of NH-92 from km.0.00 to 30.00 under GNHCP	237.47	30.00	18.04.2022/ 14.03.2022	12.09.2022	15.03.2024	90	31.03.2026
32	731K	Shahjahanpur	Widening/Upgradation to four lane configuration of Shahjahanpur - Bisalpur section from Km. 0.000 to Km. 47.026 of NH-731	1590.20	47.03	27.03.2023/ 02.12.2025	Agreement signed on 14.01.2026.			

			K on Hybrid Annuity Mode in the state of Uttar Pradesh							
33	730C	Shahjahanpur/Pilibhit	Rehabilitation and Upgradation to 2L+PS of Miranpur-Katra to Radhaita of NH-730C (Km. 114.000 to Km. 137.250) (Package-III) under GNHCP with loan assistance of World Bank on EPC mode	172.50	23.25	18.04.2020/ 14.03.2022	28.07.2022	27.07.2024	88	31.03.2026
34	730	Shahjahanpur/Pilibhit	Maintenance of km 0.000 to km 82.000 (except ch. 2.180 to 3.260 & Ch.30.840 to 31.620) of NH-730 under PBMC for the financial year 2023-24	97.44	80.14	18.01.2024/ 15.03.2024	19.06.2024	18.06.2029	75	18.06.2029
35	730A	Shahjahanpur/Pilibhit	Maintenance of Km. 0.000 to Km 105.500 (excluding Ch.15.500 to Ch. 17.000) of NH-730 under PBMC for FY 2023-24	128.67	104.00	08.01.2024/ 15.03.2024	19.06.2024	18.06.2029	75	18.06.2029
36	730C	Farrukhabad	R/U to 2-lane with PS of Bewar to Allahganj Section of NH-730C from km. 0.00 to 52.770 under GNHCP	340.16	52.77	18.04.2020/ 14.03.2022	24.11.2022	23.11.2024	98	31.03.2026
37	730B/ 731K/ 730A	Bareilly/Pilibhit	Maintenance of NH 730B - Ch 0.000 to 32.200, NH 731K - Ch 40.000 to 42.000 & 43.000 to 43.800 & NH 730A - Ch 15.500 to 17.000 under STM/C on % rate basic	3.17	36.50	22.11.2024/ 22.05.2025	20.06.2025	19.06.2026	70	19.06.2026
38	709B	Baghpat & Shamli	Operation & Maintenance of Four-laning stretch of NH-709B, from EPE Crossing (Design Ch. 0+000) to the start of Shamli Bypass (Design Ch. 61+409) on Performance Based Maintenance Contract (PBMC) mode in the state of Uttar Pradesh	67	61.409	02-09-2025	14.11.2025	12.11.2030	20	12.11.2030

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## **ANNEXURE-III**

**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 under the Ministry 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 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.**

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

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