

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2172
ANSWERED ON 19/03/2025

ROAD SAFETY PROGRAMME

2172. **SHRI SANJAY KUMAR JHA:**

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

- (a) the data for black spots identified and rectified during the last five years on National Highways, year-wise;
- (b) the status of the Scheme for cashless treatment to road accident victims, and how has it evolved;
- (c) the progress has been made in improving road safety through public awareness campaigns in recent years;
- (d) the measures taken to ensure the proper maintenance of signboards, streetlights, and crash barriers along National Highways; and
- (e) the actions taken to prevent stray animals from trespassing on National Highways and causing accidents?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Certain locations on National Highways (NHs) are identified as black spots based on occurrence of accidents involving fatalities and grievous injuries. Government has taken steps for immediate short-term measures on such black spots like road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken on such black spots as permanent rectification measures. The details are annexed.

(b) As per section 162 of the Motor Vehicles Act, 1988, Government has designed a scheme to provide cashless treatment to the victims of road accidents caused by the use of motor vehicles. Government along with National Health Authority (NHA), has implemented pilot programs for providing cashless treatment to victims of road accidents in the Union Territories of Chandigarh and Puducherry and States of Assam, Haryana, Punjab and Uttarakhand.

The pilot program taken up is aimed to further strengthen the scheme through on-ground validation and assessment in collaboration with all stakeholders, while also ensuring operational readiness of States/Union Territories for pan India launch of the Scheme.

(c) As per the Report "Road Accidents in India, 2022", road accidents occur due to multiple causes such as over speeding, use of mobile phone, drunken driving/consumption of alcohol and drug, driving on wrong side/ lane indiscipline, jumping red light, non-use of safety devices such as helmets and seat belts, vehicular condition, weather condition, road condition etc.

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.

Further, the objective of the initiatives of Education is to create good behaviour about road safety among road users.

The Government implements various schemes/programmes/activities for creation of awareness about road safety such as road safety advocacy programmes, scheme of setting up of three tier Driving Training Institutes i.e. Institute of Driving Training & Research (IDTR), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) in States/UTs, creating awareness through social media, setting up of Centre of Excellence for Road Safety (CoERS) at IIT, Madras, Good Samaritan award scheme, observance of road safety month throughout the country, etc.

(d) Development and maintenance of NHs is a continuous process. The conditions of NHs are assessed from time to time by the executing agencies. The maintenance works on NHs are accordingly taken up from time to time to keep the NHs in traffic worthy condition. The maintenance works also include the proper maintenance of signboards, streetlights, and crash barriers along National Highways.

The M&R of stretches of NHs, where development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions/ Operation and Maintenance (O&M) Contracts have been awarded, are the responsibility of the concerned Concessionaires/ Contractors till the end of the Defect Liability Period (DLP)/ the Concession Period. Similarly, for NHs stretches undertaken under TOT (Toll Operate and Transfer) and InvIT (Infrastructure Investment Trust), M&R responsibility lies with concerned Concessionaire till the end of the Concession Period.

For all remaining sections of NHs stretches, the Government has prioritized the maintenance, and inter-alia evolved a mechanism to ensure M&R of all NHs sections through accountable maintenance agency through Performance based Maintenance Contract (PBMC) or Short-Term Maintenance Contract (STMC).

(e) Government in Ministry of Road Transport & Highways is primarily responsible for development and maintenance of National Highways (NHs). Cattle underpasses are generally provided along the NHs at certain specified locations as analyzed during the DPR stage for safe cross movement of cattle & other animals.

Further, National Highways Authority of India has signed Memorandum of Understanding (MoUs) in 4 projects for development of animal shelter to house the stray animals that impact the NHs.

ANNEXURE

ANNEXURE REFERRED IN REPLY TO PART (a) OF RAJYA SABHA UNSTARRED QUESTION NO. 2172 FOR 19.03.2025 ASKED BY SHRI SANJAY KUMAR JHA REGARDING ROAD SAFETY PROGRAMME.

Black-spot series	No. of Black Spots identified	Short-term rectification completed	Long-term rectification completed
2016-18	5352	5305	2724
2017-19	2483	2238	769
2018-20	1898	1518	580
2019-21	2732	1842	727
2020-22	1330	612	236
TOTAL	13795	11515	5036
