



Government of Jammu and Kashmir
Transport Department, Civil Secretariat, J&K

Subject: The Jammu and Kashmir Road Safety Policy-2025.

Reference: (i) No.44/CoRS/2014(Vol.4) Dated 03.07.2024 from Supreme Court Committee on Road Safety.
(ii) Decision No. 030/04/2025 Dated 03.03.2025 from Council of Ministers.

Government Order No. 21-JK(TR) of 2025
Dated : 13-03-2025

In supersession of all previous orders on the subject and in pursuance to the recommendations by the Committee constituted by the Hon'ble Supreme Court of India in writ petition (Civil) No. 295/2012 titled S. Rajaseekaran Vs Union of India and others, dated 03.07.2024 and consequent upon the decision taken by the Council of Ministers vide Decision No. 030/04/2025 Dated 03.03.2025, the Government hereby notify "The Jammu and Kashmir Road Safety Policy-2025" forming annexure to this order.

By order of the Government of Jammu & Kashmir.

Sd/-
(Niraj Kumar) IAS
Secretary to Government
Transport Department

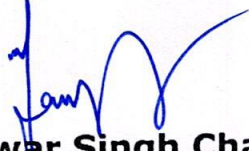

No.TRPT-Genl/7/2024-02(7533142)

Dated: 13-03-2025

Copy to the:-

1. All Financial Commissioners (Additional Chief Secretaries).
2. Additional Chief Secretary to the Hon'ble Chief Minister.
3. Director General of Police, J&K.
4. All Principal Secretaries to the Government.
5. Principal Secretary to the Hon'ble Lieutenant Governor.
6. Joint Secretary (Jammu, Kashmir and Ladakh), Ministry of Home Affairs, Government of India.
7. All Commissioners/Secretaries to the Government.

8. Principal Resident Commissioner, J&K Government, New Delhi.
9. Divisional Commissioner, Kashmir/Jammu.
10. Inspector General of Police (Traffic), J&K.
11. Chairperson, J&K Special Tribunal.
12. All Deputy Commissioners_____.
13. Secretary, Supreme Court Committee on Road Safety, New Delhi.
14. Director, Archives, Archeology and Museums, J&K.
15. Transport Commissioner, J&K.
16. Director Information, J&K.
17. Special Secretary to Chief Secretary, J&K.
18. Regional Transport Officer, Jammu/Kashmir/Kathua.
19. OSD to Hon'ble Minister, Transport Department.
20. General Manager, Government Press, Jammu/Srinagar for publication in an extra ordinary issue of the Government Gazette.
21. All ARTO's_____.
22. Private Secretary to Hon'ble Deputy Chief Minister.
23. Private Secretaries to all Hon'ble Ministers.
24. Private Secretary to Advisor to Hon'ble Chief Minister.
25. Private Secretary to Secretary to Government, Transport Department.
26. Incharge Website.
27. Govt. Order file (w.2.s.cs).


(Rajeshwar Singh Charak) JKAS
Additional Secretary to Government
Transport Department 

**Annexure to Government Order No. 21–JK(TR) of 2025
Dated: 13.03.2025**

GOVERNMENT OF Union Territory of JAMMU AND KASHMIR
Transport Department, Civil Secretariat,
Srinagar/Jammu

The Jammu and Kashmir Road Safety Policy – 2025

1. Introduction:

Road transport is the most effective mode of transportation in India, keeping in views its level of penetration in populated areas. Exposure to adverse traffic environment is high in India because of the unprecedented rate of motorisation and growing urbanisation fuelled by high economic growth. There are over 22.66 lakh registered vehicles in J&K. During the year 2022, 6092 road accidents were reported in J&K in which 805 people lost their lives whereas in year 2023, 6298 accidents were reported and 893 people lost their lives. As per data 40% of all the accidents occurred in districts of Jammu, Udhampur, Samba and Kathua. Jammu district consistently ranks at the top of the accident grids in the region. In 2023, 349 persons were killed in accidents involving two wheelers which contribute 35% of the total fatalities, whereas 230 persons died in the accidents involving four wheelers which is 23% of the total accidents. 37% of all the accidents in 2023 occurred on National Highways. Approximately 45% of accidents in year 2023 occurred between 3 AM to 7 AM and around 48% of the total accidents were attributed to high speed and rash driving.

Accidental data analysis shows that number of accidents and fatality rate needs to be brought down making it imperative to promote preventive strategy for road safety.

2. Preamble:

(i) The Government of Jammu and Kashmir is highly concerned to prevent road accidents, injuries and fatalities on roads. Road accidents have now become a public health issue which has affected all including pedestrians, cyclists, motorists etc. Also, the road accident victims mostly belong to the poorer sections of the society, being pedestrians, cyclists etc.

(ii) The Government of Jammu and Kashmir recognizes that the road safety demands an integrated and holistic approach to tackle road safety issues in the Union Territory of Jammu and Kashmir. The Government of Jammu and Kashmir observes that reduction in road accidents, injuries and fatalities is a shared responsibility of Government of Jammu and Kashmir and of the Central Government. Hence, it requires adequate support from the Central Government.

(iii) In view of the above, the Government of Jammu and Kashmir reiterates its commitment to bring significant reduction in road accidents in the Jammu and Kashmir.

3. Mission:

Ensure road safety for all road users in the Union Territory of Jammu and Kashmir, with priority to two wheelers, pedestrians and cyclists, to achieve zero fatalities due to road accidents in the long run.

4. Vision:

- To achieve the goal of reduction in road accidents as well as fatalities by 50% by 2030.
- To prevent, reduce and check road injuries and fatalities on various roads of J&K in coordination with all stakeholders and government agencies, and by focusing on 4 Es Engineering and Emergency Care.

5. Policy Statements:

The Government of Jammu and Kashmir will create an effective institutional mechanism to strengthen road safety measures in the Union Territory of Jammu and Kashmir and will provide necessary support structure to enable each institution to play its role effectively. The following policy measures will be undertaken:

(I) Awareness regarding Road Safety:

In order to achieve significant improvement in road safety, the Government of Jammu and Kashmir will make sincere and serious efforts to promote awareness about road safety; its social and economic implications and other concerned factors. The Government will involve various stakeholders for planning and for promoting road safety in the UT. Awareness among decision makers, government officials and citizens on

this issue will enable them to understand that road safety is a significant problem and has to be dealt with proactively.

The Government of Jammu and Kashmir will undertake, inter-alia, following activities to create awareness:

- Raise awareness amongst key decision makers and Government Departments responsible for making provision of safe roads and to facilitate them for planning and promoting road safety. Specifically, Motor Vehicles Department, Traffic Police and engineering staff of any road construction agency, health and education officials will be required to undergo training on road safety especially issues of Road Safety will be given substantial coverage in School and College curriculums.
- The modules for the traffic police will include sensitization towards non-motorized users and traffic management and enforcement to enable safe crossings.
- The modules for the road engineers will include conducting road safety inspections and audits, rectification of black spots, traffic calming elements and planning and designing of new and upgradation of existing roads..
- Raise awareness about the gravity of road safety issues amongst citizens of Jammu and Kashmir and particularly among the young, elderly and specially abled persons.
- Effective involvement of Print Electronic & social media for creating awareness on Road Safety among the masses by highlighting the consequences of road accidents for the drivers of offending vehicles victims and their families..
- Awareness campaigns to raise awareness among road users particularly youth. It is proposed to conduct at least one awareness workshop in every school and college throughout the UT of J&K every year. The awareness workshop at school level can include awareness on pedestrian, passenger and general safety while on road interactive activities outside the class room to understand the difference of footpath and road, relevant information on traffic signals, road crossings. Special road safety audits are to be conducted around school areas in participation with schools.

- Enlighten various road user groups with respect to their roles and responsibilities.
- Develop and implement road safety publicity campaigns.
- Develop awareness about the Supreme Court's guidelines for the protection of Good Samaritans in road accidents.
- Community involvement is essential for the success of road safety initiatives. Public awareness campaigns can educate individuals about the importance of road safety and encourage responsible behaviour. Encouraging public participation in road safety audits and feedback mechanisms can also help to identify local issues and develop tailored solution.

(II) Strengthening Institutional Arrangements:

The institutional arrangements have been strengthened by constituting the State Road Safety Council which is headed by Minister incharge Transport and a lead agency which is headed by an officer of the rank of Additional Transport Commissioner and supported by adequate and competent staff to exclusively deal with all matters related to road safety. A lot of issues have already been taken care of in earlier government orders/circulars, however, some issues need proper focus for their amelioration.

- To analyse data on road accidents on regular basis, as compiled and uploaded by stakeholder departments on e-DAR, to identify areas/road stretches and categories of accident victims who should be focused upon and subsequently ensure that remedial actions are taken in a time bound manner.
- To direct the District Road Safety Committees to coordinate and periodically monitor the progress of activities undertaken by them.
- To carry out all monitoring and evaluation activities related to road safety. The lead agency shall create output and outcome indicators to monitor and evaluate the implementation and impact of the road safety policy on annual basis. It shall collect data with the help of road owning agencies; traffic police etc. and make it available as open data to display the Government's efforts towards road safety and its benefits to the citizens.

Further to coordinate all these activities, necessary funds are required as non-lapsable funds. Available road safety fund should

necessarily be at least 50% of the proceeds of challans for violations done by Traffic/MVD and this should essentially go to Road Safety Funds which should be allocated and administered by the Transport Department.

(III) Establish Road Safety Management Information System:

The accidental data base in the form of e-DAR has already been established and is operational in the Union Territory of Jammu and Kashmir. The system/database should have the following features:

- Accident Reporting: Implementing systems for reporting and analysing road accidents, identifying causes, and accident grids.
- Data Driven policies: Using data to form policy decisions, prioritize areas for improvement and measure the effectiveness of interventions.
- All Trauma Care Centres, Hospitals and Ambulances Services in J&K to be connected to the system/database.
- An exhaustive Trauma Care data to be maintained at Hospital Level.
- GIS & GPS enablement for real time tracking of at least Passenger Vehicles.

(IV) Ensure Safe Road Infrastructure:

The Government of Jammu and Kashmir will undertake adequate steps to ensure conscious planning for safe design of roads, intersections and other infrastructural developments in coordination with various stakeholders and Government Departments. The Government of J&K will ensure that best practices are incorporated and 'Safe System Approach' is followed which accommodates human error for ensuring safe transport system for all road users. The Government of J&K will further adopt accident prevention and reduction strategies for existing roads and intersections through continuous identification of black spots on city roads with time bound improvement plans/programs/measures etc.

(V) Planning and Designing of Road:

The Government will take following measures for proper planning and designing of roads:

- Undertake mandatory accident investigation of every fatal road accident to scientifically probe the causes of the road accident and to determine remedial measures, if any. Department of Transport shall setup a specific team at state and district-levels under section 135 of the Motor Vehicles Act, 1988, to conduct scientific accident investigations from road safety perspective.
- Regular identification of accident-prone areas/black spots on the basis of accident intensity and severity after every six months by DRSCs.
- Post identification, take corrective actions within six months in the identified accident-prone areas/black spots through proper Planning design and construction techniques.
- A uniform Signages for Black Spot shall be installed at all hazardous locations with additional Supplementary Plate as required, which shall be understandable to all common road users. Concept of "Self-explaining Roads" and "Forgiving roads" shall be introduced in the road network and actions such as lane marking, safety sign board, crash barrier, curve treatment, black spot treatment etc. shall be accordingly implemented. Short Term measures for Black Spot, which requires installation of Road Furnitures (Road Signage, Pavement Marking, Delineators, Road Studs, Solar Road Studs, Aluminium Backed Flexible Prismatic Sheet and Flexible Median Market), shall be taken into consideration.
- Undertake a thorough field exercise i.e. Road Safety Audit of all existing roads in a phased manner conforming to IRC guidelines issued from time to time, but no later than three years of this policy coming to effect, to identify all road engineering and signage defects that compromise road safety. This exercise shall identify all road engineering and signage defects that compromise road safety of the road users including pedestrians and non-motorised traffic conforming to IRC guidelines. Based on identified defects, carry out sustainable improvements in the road network of entire U.T and take necessary actions such as road markings, speed limit signage, warning signs, curve treatment, re-designing of roads etc. in a time bound manner.
- Road Safety audits at all stages including Design stage for new alignments.

- Institute a mechanism to award Road Safety Index or Star rating as per global standards (e.g. as adopted by International Road Assessment Programme or IRAP) for all arterial and sub-arterial roads in J&K based on technical standards of road safety for all road users. This exercise shall be completed for all arterial roads within two years of this policy coming to effect, and thereafter repeated every three years.
- Remove encroachments and obstructions affecting the full use of roads and particularly use of pedestrian pathways. Ensure all footpaths have uninterrupted walking zone as per IRC. This shall be strictly enforced by the J&K Police/J&K Traffic Police, Public Works Department, Revenue Department, Municipal Corporations and development authorities of UT JK.
- Construct wayside amenities/service centres on major road network as per HUDD by laws which will result in substantial reduction in road accidents.
- Introduce "Traffic Calming" measures to physically reduce the speed in vulnerable stretches, near schools/hospitals/markets/ areas within 500m radius of major bus terminals/railway, metro stations, bus stops, other busy community locations. Safe pedestrian crossing facilities to be provided as per IRC guidelines near the entrance and exit of all these vulnerable locations.
- Implementation of Traffic Calming measures at major road-minor road intersections on National Highway, State Highway and District Roads including at all special zones.
- Development of table top pedestrians' crossings along State highways, district roads and urban network and foot over bridges in major cities.
- The designed speed/speed limit on all roads shall be carefully re-considered and involvement of road experts will be made compulsory in deciding the speed limit on every road/stretch of road.
- Establish an accountability mechanism for faulting contractors, concessionaires and consultants regarding poorly constructed and maintained roads, including a process for black listing them.

- Safer roads and free mobility cannot be achieved unless sufficient parking spaces are made available. Development Authorities are already entrusted with responsibility to create more parking spaces. Parking policy will be notified to impress upon vehicle owners to have parking space before vehicle is purchased. Further Municipal/Development authorities should charge for road side parking with charges increasing exponentially with time.
- In order to decrease the pressure on roads, the Government of J&K will adopt innovative features to encourage use of Public Transport System instead of Private Transport System.

(VI) Safer Motor Vehicles:

The Government will take steps to ensure that safety aspects are built in at the stage of design, manufacture, usage operation and maintenance of all types of vehicles in line with prevailing standards in order to minimize adverse safety and environment affects of vehicle operation on road users and infrastructure..

The Government of Jammu and Kashmir will take appropriate and adequate steps to promote statutory periodic inspection as an essential check on the road-worthiness of all motor vehicles. Automation of all fitness centres shall be done in a time bound manner.

The fitness of commercial vehicles shall be done only through automated fitness process..

(VII) Safe Drivers:

The Government of Jammu and Kashmir will encourage the provisions for infrastructural development for training of drivers. The Government will also make conscious efforts to improve manpower, both quantitatively and qualitatively, in order to test and evaluate the driving skills of all applicants of various categories of motor vehicles applying for driving licenses.

Driver's error is one of the major cause of road accidents and to address this issue, the Government intends to:

- Undertake safety and awareness campaigns for drivers.

- Design and enforce a comprehensive and standardized driver training curriculum which shall have a minimum 45 days of training of driving and traffic awareness.
- Orientation Centres shall also be established in RTOs/ARTOS for counselling, imparting training in safe and controlled driving of vehicles and behavioural skills to the drivers.
- Undertake specialized training for drivers of school transport vehicles.
- Enforce fastening of seat belts and wearing of Helmets as per statutory rules.
- Setting up of Automated Driving Training Centres in RTOS/ARTOs and compulsory issuance of Driving Licenses from Automated Driving Training Centres.
- Enforcement to check violation of basic safety requirements, drunken driving etc. and implement deterrent penal provisions including cancellation of driving license for repetitive offences.
- Behavioural Education and psychometric analysis will be the part of the training curriculum of all the commercial drivers.
- Undertake measures for fatigue management of heavy motor vehicle drivers.
- Ensure refresher courses for existing drivers to enable them to be conversant with new technology and changing road design conditions.
- Setting up of Welfare Fund for the drivers of commercial vehicles which shall have the facility of health insurance and pension in case of death/disability of the driver.
- Provide minimum wages to the commercial vehicle drivers as fixed by Government from time to time in accordance with the Minimum wages Act.
- Computerised point system for traffic violations shall be put in place. One can incur up to three points if the offence endangers traffic safety and once there are ten demerit

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points, the Driving Licence is revoked. To get the licence back, the motorist needs to pass physical and mental status examination in an orientation centre.

- During the time of Fitness of Vehicle provision may be kept for deputation of a General Medical specialist who will simultaneously check the drivers on spot for their overall Physical Fitness, eyesight etc.

(VIII) Safety for Vulnerable Road users:

The Government of Jammu and Kashmir will take into account all the needs of non-motorized vehicles, pedestrians, children, elderly and persons with disability in appropriate manner in designing and construction of all roads/intersections in both rural and urban areas of the UT of J&K.

The Government of Jammu and Kashmir shall bring into effect a Non-Motorized Transport policy for the UT of J&K to specifically recognize the rights of non-motorised road users, and will provide for dedicated resources and a policy framework to ensure a safe and accessible road system network for them.

The encroachment on roads, pathways and pedestrian paths has become one of the reasons for road accidents and congestion. In order to provide safety for vulnerable road users, the removal of encroachment of roads and pathways shall be strictly enforced and building pedestrians pathways and bicycle lanes and no vehicle zones in selected areas will be ensured.

Many vulnerable accident victims are the passengers who board/alight the buses, therefore, Bus Queue Shelters be kept free of obstructions of vendors/hawkers and all vehicular traffic for proper halting of buses and safe boarding/alighting of commuters.

(IX) Road Safety Education and training:

The Government of Jammu and Kashmir will undertake adequate steps to impart training on various parameters of road safety amongst the general public of J&K through education, training and publicity campaigns etc. Road Safety may also be made an integral part of syllabus for school children and college/university going students in J&K. The Government of J&K will also encourage the professionals as well as NGOs to actively

associate & participate in all road safety activities/programs to be undertaken by the various Government Departments and other stakeholders in J&K. The engineers at the different levels i.e CE/SE/EE/AE/JE shall be trained for the Road Safety Audits in time bound manner by an expert Agency. These programs/activities shall cover both the urban and rural areas.

(X) Enforcement of Traffic Laws/Rules & Regulations:

The Government of Jammu and Kashmir will make every effort to improve the quality of traffic enforcement in the UT of J&K in close coordination with J&K Traffic Police, Motor Vehicles Department to enforce spot penalties, action against overloading of passenger vehicles, drunken driving, non-wearing of helmets and seat belts etc.

The Government of Jammu and Kashmir will ensure that the enforcement agencies are adequately manned trained and equipped to undertake their functions more effectively & professionally.


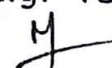
The Government shall prioritise safety over speed - lower urban speed limits, pedestrian zones and barriers to separate cars from two wheelers which need to be the key measures.

Implementation of electronic enforcement devices at high-risk and High- density corridors on state highways and urban roads.

Establishment and modernisation of Traffic Control Rooms (TCR) at state and district level. Integration of TCR with electronic devices including Advanced Traffic Management System (ATMS) on State highways and District roads and issuance of e-challans through such devices.

Strengthening highway patrol teams in terms of enforcement equipment (such as speed guns, e-challan machines, Breath analyser, extraction equipment's etc) to improve enforcement drives and also in the rescue operations.

The Government of Jammu and Kashmir shall also ensure that enforcement agencies take focused action on heavy vehicles which account for disproportionately more road accidents e.g. vehicles with protruding rods, stalled vehicles etc.



With the introduction of E-Rickshaws in the Transport System of UT JK, the Government shall ensure that these E-Rickshaws are used for last mile connectivity only.

(XI) Emergency Medical Assistance to Road Accident Victims:

The Government of Jammu and Kashmir will make conscious & earnest efforts to ensure that victims of road accidents benefit from speedy and effective trauma care and health management. The essential functions of such services would include the provision of rescue operation including pre-medical care, first-aid at the site of road accident, transportation of victim(s) to nearest hospital/medical centre for essential treatment.

The Government of Jammu and Kashmir will also take following adequate steps to ensure that necessary care and assistance is provided to accident victim(s) within a reasonable time period as a part of different schemes of the government formulated from time to time:

- Develop adequate number of fully equipped and properly staffed Trauma Care Centres at strategic places in J&K.
- The Police Patrol Cars and Ambulances to operate synchronously through a central control and coordination system.
- Issuance of a uniform ambulance code and ensuring enforcement of the same.
- Establishing a mechanism for grading of hospitals based on the kind of trauma care services they provide.
- Promote involvement of private practitioners and hospitals and trauma care centres.
- Maintain the access roads to each emergency care hospital and free from roadside parking or obstructions.
- Emergency vehicles to have preferred right on roads, which should be enforced to go to emergency care units of the hospitals as well as trauma centres.
- Modernization, integration, operations and maintenance of e-DAR portal for better implementation of cashless treatment to victims of road accidents for at least for first 48 hours.
- Train all commercial vehicle drivers, police officials and interested citizens in Basic Life Support and First Aid Trauma Care.
- Casualty departments of all districts hospitals to provide Emergency Medical Services to trauma cases.

- Enact a J&K specific legislation for the protection of Good Samaritans.
- A large number of accident victims do not achieve access to medical care within golden hour of the accident, therefore, the Government will come up with an award scheme to those vehicle owners who carry victims in road accidents to the nearby hospitals.
- Ambulances to be placed on NHS and SHS in every reasonable distance between two identified trauma care units.

(XII) Research for Road Safety :

The Government of Jammu and Kashmir will make efforts to improve road research activities and check to ensure that any problem areas in J&K receive appropriate attention in the research activities concerning road safety. The Government of J&K will make following efforts to ensure that research establishments in the J&K are given fair support to enhance research activities on road safety.

To identify and nominate key institutes particularly IIT and IIM of UT JK to carry out road safety research in the State.

Prepare priorities for research areas followed by in depth review of road safety data available from Road Accident Database System.

Strategy for implementing Road Safety Initiatives in the State.

6. Implementation & Modification:

This Policy indicates a broad outline of the measures to be taken. The various departments/stakeholders of the Government will formulate specific measures and take appropriate action to give effect to this policy.

The Road Safety Council and the Lead Agency shall periodically review this policy and make recommendations to Government for modification as and when necessary.

