

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO-1541**  
ANSWERED ON-02/08/2023

**REASONS FOR ROAD ACCIDENTS**

1541. SHRI K.R.N. RAJESHKUMAR:

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

- (a) whether it is fact that approximately nine-lakh people died and disabled every year in road accidents;
- (b) if so, whether it is a fact that, poorly engineered roads, lack of driving skills, and ignoring safety are the main reasons for these road accidents;
- (c) if so, the steps taken by Government to address these issues; and
- (d) if not, the reasons therefor?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) As per the data received from police department of all States/UTs, total number of road accidents and fatalities in the country for the calendar year 2021 is given in the table below : -

| Year | Number of Road Accidents | Number of Fatalities |
|------|--------------------------|----------------------|
| 2021 | 412432                   | 153972               |

As per available reports, 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, fault of driver / cyclist/ pedestrian etc.

Ministry 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. Accordingly, various initiatives have been taken by the Ministry as detailed below: -

**(1) Education:**

- i. To create effective public awareness about road safety, Ministry undertakes various publicity measures and awareness campaigns through social media, electronic media and print media. Further, Ministry administers a scheme to provide financial assistance to various agencies towards Road Safety Advocacy.
- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.
- iii. A Certification Course for Road Safety Auditor has been mandated for technical officers of all road owning agencies under the Ministry up to the level of Superintending Engineer or equivalent.
- iv. To impart driving training, Ministry 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.

**(2) Engineering (both of Roads and vehicles)**

## **2.1. Road engineering:**

- i. Road safety has been made an integral part of road design at planning stage.
- ii. 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.
- iii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.
- iv. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies under the Ministry to look after RSA, blackspot rectification and other road safety related works.
- v. 130 stretches of NH have been identified for developing as Model Safe Roads under the Ministry.
- vi. 85 project stretches of NH have been identified for developing as Model Safe Construction Zone under the Ministry.
- vii. Ministry 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.
- viii. Ministry and IRC have issued various codes and guidelines, time to time, to implement various road safety measures so as to minimize accidents on National Highways.
- ix. Ministry vide letter dated 20.07.2023 has issued guidelines for the provision of signages on Expressways and National Highways by incorporating best practices and International standards to offer improved visibility and intuitive guidance to the drivers. The guidelines are designed to offer drivers clear and concise guidance, warnings, notices, and regulatory information, facilitating a seamless and safe journey on the roads.

## **2.2 Vehicle engineering:**

Ministry has taken various initiatives 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 vide notification dated 15th February, 2022 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 from 01st July, 2019 :-  
For M1 category vehicles:
  - Seat Belt Reminder (SBR) for driver and co-driver.
  - Manual Override for central locking system
  - Over speed warning system.For all M and N category vehicles:
  - 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 approval of vehicles for protection of occupants in the event of an Offset Frontal Collision, for requirements for behavior of steering mechanism of the vehicle in a Head-on collision, Protection of Occupants in the event of Lateral Collision and for approval of vehicles with regard to protection of pedestrians and other vulnerable road users in the event of a collision with a motor vehicle.

- vi. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.
- vii. Mandated compliance of the fully built buses (with a seating capacity of 22 passengers or above, excluding driver), manufactured on and after 1st April 2019, with the requirements of Fire Detection, Alarm and Suppression system. Further, compliance of type III buses of category M3 and school buses with fire alarm and protection system in occupant compartment has also been mandated from 1<sup>st</sup> October, 2023.
- viii. Prescribed the format in which vehicle manufacturers issue the Road Worthiness Certification for registering motor vehicles.
- ix. Published the rules for recognition, regulation, and control of Automated Testing Stations vide notification GSR 652 (E) dt 23<sup>rd</sup> September 2021 and its amendment vide GSR 797 (E) dt 31<sup>st</sup> October 2022. These rules define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS. These rules came into effect on 25<sup>th</sup> September 2021.
- x. Published the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF) vide notification GSR 653 (E) dt 23<sup>rd</sup> September 2021 and its amendment vide GSR 695 (E) dt 13<sup>th</sup> September 2022. These rules for RVSF prescribe the procedure for setting up and operation of such facilities.
- xi. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out older, unfit polluting vehicles.
- xii. 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.

**(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.
- ii. Ministry has issued notification G.S.R. 575(E) dated 11th August, 2021 for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices (speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), weigh in machine (WIM) and any such other technology specified by the State Government).

**(4) Emergency care:**

- i. Ministry has published rules vide GSR 594(E) dated 29<sup>th</sup> September, 2020 for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or nonmedical care or assistance at the scene of an accident to the victim or transports such victim to the hospital.
- ii. Ministry vide notification dated 25th February, 2022 has 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 corridor of National Highways.

- (d) Does not arise.

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