

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-1862
ANSWERED ON-11/12/2024

VICTIMS OF ROAD CRASH

1862. SHRI SANJAY SETH:

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

- (a) the number of Road Crash Victims in the last five years;
- (b) the details of the cashless treatment being offered to such Road Crash Victims;
- (c) the amount of budget utilized for the same; and
- (d) the steps taken by Government during the last five years to reduce such crashes?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) As per the report published by Government on Road Accidents in India, 2022, based on data received from States/UTs, total number of fatalities and persons injured due to road accidents in the country from calendar year 2018 to 2022 is given in the table below : -

Year	Fatalities	Person Injured
2018	1,57,593	4,64,715
2019	1,58,984	4,49,360
2020*	1,38,383	3,46,747
2021*	1,53,972	3,84,448
2022	1,68,491	4,43,366

* - Covid affected years

(b) and (c) In line with its commitment to reduce fatalities due to road accidents and the legal mandate under section 162 of Motor Vehicles Act, 1988, the Government has implemented a pilot program for providing cashless treatment to victims of road accidents caused by use of motor vehicle, on any category of road, in collaboration with National Health Authority. Under this scheme, the eligible victims are administered Health Benefit Packages relating to trauma and polytrauma care at empanelled hospitals under Ayushman Bharat Pradhan Mantri-Jan Arogya Yojana (AB PM-JAY), up to a maximum of Rs. 1.5 lakh for a maximum period of 7 days from date of accident. This implementation on pilot basis is administered under the aegis of the Motor Vehicle Accident Fund, constituted under section 164B of the Motor Vehicles Act, 1988. The sources of fund and its utilization has been prescribed under the Central Motor Vehicles (Motor Vehicle Accident Fund) Rules, 2022.

(d) 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. Various initiatives undertaken during the last five years to reduce such crashes are detailed at Annexure.

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF RAJYA SABHA UNSTARRED QUESTION NO. 1862 ANSWERED ON 11TH DECEMBER, 2024 ASKED BY SHRI SANJAY SETH REGARDING VICTIMS OF ROAD CRASH.

Details of various initiatives taken by the Government in Ministry of Road Transport & Highways Ministry to reduce Road crashes: -

(1) **Education:**

- i. Administer Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.
- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.
- iii. Administer 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 :**

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. Administer 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:

- 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 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. 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.

(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. 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 in Million plus cities in India and cities under National Clean Air Programme (NCAP).
- iii. On 10th June, 2024, issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with the Motor Vehicles Act, 1988.

(4) **Emergency care:**

- i. Published rules 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.
- 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 corridor of National Highways.
- iv. Government along with National Health Authority (NHA), has implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh Haryana, Punjab, Uttarakhand, Puducherry and Assam.
