

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-2647
ANSWERED ON-18/12/2024

REASONS FOR INCREASE IN ROAD ACCIDENTS

2647. SHRI NEERAJ DANGI:

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

- (a) whether Government releases figures relating to road accidents every year;
- (b) if so, the corresponding figures of the last two years and the reasons for rise recorded therein;
- (c) the details of the increase in road accidents in Rajasthan in 2023 as compared to 2022;
- (d) the maximum number of road accidents registered during the said period, State-wise details thereof; and
- (e) the effective steps taken by Government to prevent road accidents?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) The Central Government publishes annual report on “Road Accidents in India” based on data received from States/ UTs. The report upto calendar year 2022 has been published.
- (b) As per the report for the year 2022, total number of road accidents on all category of roads in the country during the year 2021 and 2022 are as under:

Year	No. of Road accidents
2021*	4,12,432
2022	4,61,312

* - Covid affected year

As per the data received from States/UTs, 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.

- (c) As per information from Department of Transport, Government of Rajasthan, total number of road accidents reported in the State of Rajasthan in the calendar year 2022 and 2023 were 23,614 and 24,705 respectively. It indicates an increase of 4.6% in road accidents in the State in the year 2023 as compared to the year 2022.

- (d) State-wise breakup of the road accidents in the country from the years 2021 and 2022 is given at **Annexure-I**.

- (e) The 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 by the Government for Road Safety are detailed at Annexure-II.

Annexure-I

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF RAJYA SABHA UNSTARRED QUESTION NO. 2647 ANSWERED ON 18TH DECEMBER, 2024 ASKED BY SHRI NEERAJ DANGI REGARDING REASONS FOR INCREASE IN ROAD ACCIDENTS

State-wise details of road accidents for the Calendar year 2021 and 2022			
S. No.	States/UTs	2021	2022
1	Andhra Pradesh	21,556	21,249
2	Arunachal Pradesh	283	227
3	Assam	7,411	7,023
4	Bihar	9,553	10,801
5	Chhattisgarh	12,375	13,279
6	Goa	2,849	3,011
7	Gujarat	15,186	15,751
8	Haryana	9,933	10,429
9	Himachal Pradesh	2,404	2,597
10	Jharkhand	4,728	5,175
11	Karnataka	34,647	39,762
12	Kerala	33,296	43,910
13	Madhya Pradesh	48,877	54,432
14	Maharashtra	29,477	33,383
15	Manipur	366	508
16	Meghalaya	245	246
17	Mizoram	69	133
18	Nagaland	746	489
19	Odisha	10,983	11,663
20	Punjab	5,871	6,138
21	Rajasthan	20,951	23,614
22	Sikkim	155	211
23	Tamil Nadu	55,682	64,105
24	Telangana	21,315	21,619
25	Tripura	479	575
26	Uttarakhand	1,405	1,674
27	Uttar Pradesh	37,729	41,746
28	West Bengal	11,937	13,686
29	Andaman & Nicobar Islands	115	141
30	Chandigarh	208	237
31	Dadra & Nagar Haveli and Daman & Diu	140	196
32	Delhi	4,720	5,652
33	Jammu & Kashmir	5,452	6,092
34	Ladakh	236	374
35	Lakshadweep	4	3
36	Puducherry	1,049	1,181
Total		4,12,432	4,61,312

ANNEXURE REFERRED TO IN REPLY TO PART (e) OF RAJYA SABHA UNSTARRED QUESTION NO. 2647 ANSWERED ON 18TH DECEMBER, 2024 ASKED BY SHRI NEERAJ DANGI REGARDING REASONS FOR INCREASE IN ROAD ACCIDENTS.

Details of various initiatives undertaken by the Government in Ministry of Road Transport & Highways to address the issue of Road Safety: -

(1) Education:

- i. Administers 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. 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 :

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:

- 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 ATSS. 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, 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. 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 in Ministry of Road Transport & Highways 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.
