

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO-2031**  
ANSWERED ON-06/08/2025

**ROAD ACCIDENTS AND ECONOMIC LOSS TO THE NATION**

2031. SMT. RENUKA CHOWDHURY:

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

- (a) whether India loses approximately 3 per cent to 5 per cent of its GDP annually due to road accidents, as reported by the World Bank;
- (b) the total number of road accidents, fatalities and injuries reported annually for last five years, State-wise and age-group-wise details thereof;
- (c) the details of steps taken by Government to strengthen road design safety, reduce driver-related violations and curb accidents on National Highways; and
- (d) whether Government has set any national target or timeline for reducing road fatalities, as recommended under the National Road Safety Policy, 2010, if so, the status of their implementation?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) As per report “Study on Socio-Economic cost of Road Accidents in India” by Delhi Integrated Multi-modal Transit System (DIMTS) in association with Transportation Research and Injury Prevention Programme (TRIPP) of IIT Delhi, the socio-economic costs of road crashes in the country is around 3.14% of the GDP.

(b) Based on the data received from States/ UTs, total number of road accidents, fatalities and injuries on all category of roads in the country from calendar year 2018 to 2022 is given in the table below : -

Year	Total No. of Road Accidents	Total No. of Fatalities	Total No. of Injuries
2018	4,70,403	1,57,593	4,64,715
2019	4,56,959	1,58,984	4,49,360
2020	3,72,181	1,38,383	3,46,747
2021	4,12,432	1,53,972	3,84,448
2022	4,61,312	1,68,491	4,43,366

State-wise details of total number of road accidents, fatalities and injuries on all category of roads in the country from calendar year 2018 to 2022 are annexed as per Annexure – I, Annexure – II and Annexure – III respectively.

Further, total number of Road Accident Fatalities classified according to Age on all category of roads in the country from calendar year 2018 to 2022 is attached as Annexure - IV. Information relating to Age-wise data of total number of accidents and injuries is not maintained.

- (c) Government in the Ministry of Road Transport and Highways 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. Accordingly, various initiatives have been taken for road safety in the country as detailed at Annexure-V.
- (d) The Stockholm Declaration on Road Safety, adopted at the 3rd Global Ministerial Conference on Road Safety in February 2020, sets a new global target to reduce road traffic deaths and injuries by 50% by 2030. India is a signatory to the Stockholm Declaration.

ANNEXURE REFERRED TO IN REPLY TO PART (b) OF RAJYA SABHA UNSTARRED QUESTION NO. 2031 ANSWERED ON 06.08.2025 ASKED BY SMT. RENUKA CHOWDHURY REGARDING ROAD ACCIDENTS AND ECONOMIC LOSS TO THE NATION.

State-wise details of Road Accidents for the Calendar Year 2018 to 2022						
S. No.	States/UTs	2018	2019	2020	2021	2022
1	Andhra Pradesh	24,475	21,992	19,509	21,556	21,249
2	Arunachal Pradesh	277	237	134	283	227
3	Assam	8,248	8,350	6,595	7,411	7,023
4	Bihar	9,600	10,007	8,639	9,553	10,801
5	Chhattisgarh	13,864	13,899	11,656	12,375	13,279
6	Goa	3,709	3,440	2,375	2,849	3,011
7	Gujarat	18,769	17,046	13,398	15,186	15,751
8	Haryana	11,238	10,944	9,431	9,933	10,429
9	Himachal Pradesh	3,110	2,873	2,239	2,404	2,597
10	Jharkhand	5,394	5,217	4,405	4,728	5,175
11	Karnataka	41,707	40,658	34,178	34,647	39,762
12	Kerala	40,181	41,111	27,877	33,296	43,910
13	Madhya Pradesh	51,397	50,669	45,266	48,877	54,432
14	Maharashtra	35,717	32,925	24,971	29,477	33,383
15	Manipur	601	672	432	366	508
16	Meghalaya	399	482	214	245	246
17	Mizoram	53	62	53	69	133
18	Nagaland	430	358	500	746	489
19	Odisha	11,262	11,064	9,817	10,983	11,663
20	Punjab	6,428	6,348	5,203	5,871	6,138
21	Rajasthan	21,743	23,480	19,114	20,951	23,614
22	Sikkim	180	162	138	155	211
23	Tamil Nadu	67,279	62,685	49,844	55,682	64,105
24	Telangana	22,230	21,570	19,172	21,315	21,619
25	Tripura	552	655	466	479	575
26	Uttarakhand	1,468	1,352	1,041	1,405	1,674
27	Uttar Pradesh	42,568	42,572	34,243	37,729	41,746
28	West Bengal	12,705	12,658	10,863	11,937	13,686
29	Andaman & Nicobar Islands	254	230	141	115	141
30	Chandigarh	316	305	159	208	237
31	Dadra & Nagar Haveli *	80	68	100	140	196
32	Daman & Diu	76	69			
33	Delhi	6,515	5,610	4,178	4,720	5,652
34	Jammu & Kashmir \$	5,978	5,796	4,860	5,452	6,092
35	Ladakh				236	374
36	Lakshadweep	3	1	1	4	3
37	Puducherry	1,597	1,392	969	1,049	1,181
Total (All India)		4,70,403	4,56,959	3,72,181	4,12,432	4,61,312

Note:

\* Includes data of Daman & Diu for the Year 2020 to 2022.

\$ Includes data of Ladakh for the Year 2018 to 2020.

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State-wise details of Road Accident Fatalities for the Calendar Year 2018 to 2022						
S. No.	States/UTs	2018	2019	2020	2021	2022
1	Andhra Pradesh	7,556	7,984	7,039	8,186	8,293
2	Arunachal Pradesh	175	127	73	157	148
3	Assam	2,966	3,208	2,629	3,036	2,994
4	Bihar	6,729	7,205	6,699	7,660	8,898
5	Chhattisgarh	4,592	5,003	4,606	5,371	5,834
6	Goa	262	297	223	226	271
7	Gujarat	7,996	7,390	6,170	7,452	7,618
8	Haryana	5,118	5,057	4,507	4,706	4,915
9	Himachal Pradesh	1,208	1,146	893	1,052	1,032
10	Jharkhand	3,542	3,801	3,044	3,513	3,898
11	Karnataka	10,990	10,958	9,760	10,038	11,702
12	Kerala	4,303	4,440	2,979	3,429	4,317
13	Madhya Pradesh	10,706	11,249	11,141	12,057	13,427
14	Maharashtra	13,261	12,788	11,569	13,528	15,224
15	Manipur	134	156	127	110	127
16	Meghalaya	182	179	144	187	162
17	Mizoram	45	48	42	56	113
18	Nagaland	39	26	53	55	73
19	Odisha	5,315	5,333	4,738	5,081	5,467
20	Punjab	4,740	4,525	3,898	4,589	4,756
21	Rajasthan	10,320	10,563	9,250	10,043	11,104
22	Sikkim	85	73	47	56	92
23	Tamil Nadu	18,392	18,129	14,527	15,384	17,884
24	Telangana	6,603	6,964	6,882	7,557	7,559
25	Tripura	213	239	192	194	241
26	Uttarakhand	1,047	867	674	820	1,042
27	Uttar Pradesh	22,256	22,655	19,149	21,227	22,595
28	West Bengal	5,711	5,767	5,128	5,800	6,002
29	Andaman & Nicobar Islands	19	20	14	20	19
30	Chandigarh	98	104	53	96	83
31	Dadra & Nagar Haveli *	54	49	64	76	90
32	Daman & Diu	35	28			
33	Delhi	1,690	1,463	1,196	1,239	1,461
34	Jammu & Kashmir \$	984	996	728	774	805
35	Ladakh				56	62
36	Lakshadweep	1	0	0	1	2
37	Puducherry	226	147	145	140	181
Total (all India)		1,57,593	1,58,984	1,38,383	1,53,972	1,68,491

Note:

\* Includes data of Daman & Diu for the Year 2020 to 2022.

\$ Includes data of Ladakh for the Year 2018 to 2020.

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<b>State-wise details of Road Accident Injuries for the Calendar Year 2018 to 2022</b>						
<b>S. No.</b>	<b>State</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
1	Andhra Pradesh	23456	24619	19675	21040	21340
2	Arunachal Pradesh	323	309	185	347	186
3	Assam	7375	7473	5269	5763	5637
4	Bihar	6679	7206	7016	7946	7068
5	Chhattisgarh	12715	13090	10505	10683	11695
6	Goa	1549	1448	880	843	1091
7	Gujarat	17467	16258	12002	13690	15089
8	Haryana	10020	9362	7659	8121	8519
9	Himachal Pradesh	5551	4904	3223	3454	4063
10	Jharkhand	3975	3818	3295	3227	3747
11	Karnataka	51562	50447	39492	40754	48154
12	Kerala	45458	46055	30510	36775	49307
13	Madhya Pradesh	54662	52816	46456	48956	55168
14	Maharashtra	31365	28628	19914	23071	27239
15	Manipur	1042	1055	663	504	817
16	Meghalaya	205	222	220	263	310
17	Mizoram	80	56	68	65	107
18	Nagaland	335	246	286	380	291
19	Odisha	11794	11177	8822	9782	10302
20	Punjab	3384	3812	2904	3072	3324
21	Rajasthan	21547	22979	16769	19344	22293
22	Sikkim	370	318	218	244	354
23	Tamil Nadu	69834	63132	47618	55996	67703
24	Telangana	23613	21999	18661	20107	20209
25	Tripura	741	816	470	547	541
26	Uttarakhand	1571	1457	854	1091	1613
27	Uttar Pradesh	29664	28932	22410	24897	28541
28	West Bengal	11997	11761	9715	10454	12843
29	Andaman & Nicobar Islands	260	207	145	97	136
30	Chandigarh	300	275	148	172	203
31	Dadra & Nagar Haveli *	66	105	119	171	273
32	Daman & Diu	94	74			
33	Delhi	6086	5152	3662	4273	5201
34	Jammu & Kashmir \$	7845	7532	5894	6972	8372
35	Ladakh				242	346
36	Lakshadweep	3	1	1	6	2
37	Puducherry	1727	1619	1019	1099	1282
<b>Total</b>		<b>4,64,715</b>	<b>4,49,360</b>	<b>3,46,747</b>	<b>3,84,448</b>	<b>4,43,366</b>

**Note:**

\* Includes data of Daman & Diu for the Year 2020 to 2022.

\$ Includes data of Ladakh for the Year 2018 to 2020.

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<b>Total number of Road Accident Fatalities according to classification of age for the calendar Year 2022</b>								
<b>Year</b>	<b>&lt;18 Yrs</b>	<b>18-25 Yrs</b>	<b>25-35 Yrs</b>	<b>35-45 Yrs</b>	<b>45-60 Yrs</b>	<b>60 and Above</b>	<b>Age not known</b>	<b>Total</b>
<b>2018</b>	9857	33994	41407	34134	24086	9887	4228	157593
<b>2019</b>	10950	34387	40825	33806	24102	10455	4459	158984
<b>2020</b>	7117	28840	36748	30929	22238	9034	3477	138383
<b>2021</b>	7764	31750	39646	32741	26085	11739	4247	153972
<b>2022</b>	9528	33,350	42,671	36,051	28,407	13,636	4,848	168491

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Details of various initiatives taken by the Government : -

(1) Education:

- i. 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. Recently revised scheme guidelines have been issued, incorporating enhanced financial assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.
- ii. Administers Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.
- iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.
- iv. Prepared Concept Note and Road Map for involvement of Sadak Suraksha Mitra for Road Safety related works.
- v. Shortlisted agencies for Sadak Suraksha Abhiyaan to run Mass Level Communication and Ad Campaigns for spreading awareness about landmark initiatives.

(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. Formulated 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. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.

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 cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme for Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore (on first come first serve basis).

iv. On 10th June, 2024, the Government 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. Revised the scheme guidelines (named as Rah-Veer) 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. As per the scheme, the reward for Rah-Veer has been increased to Rs. 25,000/- from Rs. 5,000/-.

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 corridors of National Highways.

iv. Government has notified the Cashless Treatment of Road Accident Victims Scheme, 2025 on 5<sup>th</sup> May, 2025. The detailed guidelines including process flow, stakeholder-wise Standard Operating Procedures and clearly delineated roles and responsibilities have also been notified on 4<sup>th</sup> June, 2025.

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