

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO-415**  
ANSWERED ON-23/07/2025

**REDUCING ROAD ACCIDENTS**

415. SHRI RAJEEV SHUKLA:

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

- (a) the total number of road accidents reported in the country during the last five years;
- (b) the details thereof, State-wise/UT-wise and year-wise;
- (c) whether Government is taking measures to curb the incidence of road accidents in the country;
- (d) if so, the details thereof; and
- (e) the proposed measures to be taken as part of the same?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) Based on the data received from States/ UTs, total number of road accidents in the country on all categories of roads for calendar years 2018 to 2022 including State roads & urban roads is given in the table below :-

Year	Total No. of Road Accidents
2018	4,70,403
2019	4,56,959
2020*	3,72,181
2021*	4,12,432
2022	4,61,312

\* - Covid affected Year

State-wise details is annexed as per Annexure – I.

(c) to (e) 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-II.

**Annexure - I**

ANNEXURE REFERRED TO IN REPLY TO PART (a) and (b) OF RAJYA SABHA UNSTARRED QUESTION NO. 415 ANSWERED ON 23.07.2025 ASKED BY SHRI RAJEEV SHUKLA REGARDING REDUCING ROAD ACCIDENTS.

State-wise details of Road Accidents for the Calendar Year 2018-2022						
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
<b>Total (All India)</b>		<b>4,70,403</b>	<b>4,56,959</b>	<b>3,72,181</b>	<b>4,12,432</b>	<b>4,61,312</b>

*Note:*

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

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

ANNEXURE REFERRED TO IN REPLY TO PART (c) to (e) OF RAJYA SABHA UNSTARRED QUESTION NO. 415 ANSWERED ON 23.07.2025 ASKED BY SHRI RAJEEV SHUKLA REGARDING REDUCING ROAD ACCIDENTS.

Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety : -

(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.

(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 in Ministry of Road Transport and Highways 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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