

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1363
ANSWERED ON - 11/02/2026

ACCIDENT FATALITIES ON THE HIGHWAYS OF UTTAR PRADESH

1363. DR. LAXMIKANT BAJPAYEE:

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

- (a) whether National and State Highways in Uttar Pradesh have taken more lives than roads anywhere else in the country as per the latest report of road accidents in the country;
- (b) the reasons for such a high number of fatalities on road accidents in Uttar Pradesh;
- (c) whether State's vast road network suffers from poor quality, inadequate lighting, missing safety barriers and lack of availability of prompt medical care to victims etc.; and
- (d) if so, in what manner Government, propose to reduce and stop such a high number of road accident fatalities in Uttar Pradesh?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) As per the data received from States/ UTs, details of the number of road accident fatalities classified according to road category i.e. National Highways (NH), State Highways (SH) and other roads across the country during the year 2023 and 2024 is attached as Annexure – I.

As per the report, 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) and (d) As per information received from Transport Department, Government of Uttar Pradesh, the State has the most extensive road network with total road length of approximately 4.5 lakh km besides having the highest population amongst all States & UTs in the country. Road safety audit of National Highways is carried out by National Highways Authority of India (NHAI) at regular intervals and by Uttar Pradesh Public Works Department (UPPWD) through Indian Institute of Technology (IIT) Delhi and IIT Banaras Hindu University (BHU) on State Highways and other roads. As per the audit reports, rectification measures are taken which include improvement of poor geometry, inadequate lighting, missing safety barriers etc. For prompt medical care to road crash victims 2200 basic life support ambulances are available under toll free no 108 with an average response time of 7.22 minutes.

Further, 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. 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. 1363 ANSWERED ON 11.02.2026 ASKED BY DR. LAXMIKANT BAJPAYEE REGARDING ACCIDENT FATALITIES ON THE HIGHWAYS OF UTTAR PRADESH.

Number of road accident deaths classified by road categories during 2023 and 2024							
Sl. No.	States	NH		SH		Other roads	
		2023	2024	2023	2024	2023	2024
1	Andhra Pradesh	3806	4014	1887	1909	2444	2423
2	Arunachal Pradesh	88	96	38	43	19	29
3	Assam	1564	1722	707	620	1025	1009
4	Bihar	4078	4012	1797	2094	2998	3241
5	Chhattisgarh	1910	1952	1078	1154	3178	3839
6	Goa	102	108	51	25	137	153
7	Gujarat	2233	2192	2233	2229	3388	3296
8	Haryana	2033	2052	732	664	2203	1973
9	Himachal Pradesh	365	312	177	128	347	429
10	Jharkhand	1672	1686	814	872	1687	1556
11	Karnataka	4383	4278	3448	3444	4490	4668
12	Kerala	1056	940	939	871	2085	2069
13	Madhya Pradesh	4476	4644	2960	3245	6362	6902
14	Maharashtra	5780	5812	3215	3169	6371	6734
15	Manipur	51	49	9	10	13	13
16	Meghalaya	78	102	34	25	56	70
17	Mizoram	47	66	36	33	13	11
18	Nagaland	60	37	19	9	7	16
19	Odisha	2180	2358	1150	1163	2409	2621
20	Punjab	1895	1562	1330	1023	1604	2174
21	Rajasthan	4172	4285	2380	2343	5210	5162
22	Sikkim	24	24	15	24	18	19
23	Tamil Nadu	6258	6376	6325	6069	5764	6004
24	Telangana	3058	3066	717	686	3885	4197
25	Tripura	129	114	85	73	47	39
26	Uttarakhand	564	543	167	183	323	364
27	Uttar Pradesh	8446	9560	5698	5242	9508	9316
28	West Bengal*	1957	2113	1244	1750	2826	2813
29	Andaman & Nicobar Islands	6	14	5	7	13	8
30	Chandigarh	4	3	0	0	63	72
31	Dadra & Nagar Haveli and Daman & Diu	2	1	28	33	44	61
32	Delhi	230	258	0	0	1227	1293
33	Jammu & Kashmir	294	271	91	75	508	485
34	Ladakh	37	45	13	14	9	2
35	Lakshadweep	0	0	0	0	0	0
36	Puducherry	74	105	17	48	58	65
Total		63112	64772	39439	39277	70339	73126

Note: *Figures of West Bengal for the Year 2024 are re-casted based on the pattern of the data furnished by the State Police Department for the year 2023 and the aggregate e-DAR data of the State for the year 2024.

Annexure -II

ANNEXURE REFERRED TO IN REPLY TO PART (c) and (d) OF RAJYA SABHA UNSTARRED QUESTION NO. 1363 ANSWERED ON 11.02.2026 ASKED BY DR. LAXMIKANT BAJPAYEE REGARDING ACCIDENT FATALITIES ON THE HIGHWAYS OF UTTAR PRADESH.

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 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:

- a. Seat Belt Reminder (SBR) for driver and co-driver.
- b. Manual Override for central locking system
- c. Over speed warning system.

For all M and N category vehicles:

- a. 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. 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.
- xiii. Published rules for Active safety features in Medium and Heavy Duty vehicles, which provide for Braking System including Anti-lock Braking, Endurance Braking System for M2, M3, N1, N2, N3 and Quadricycle (effective for new models from 1st January, 2027 and for existing models from 1st October, 2027), and Advanced Driver Assistance Systems (ADAS) including Vehicle Stability Function (VSF), Lane Departure Warning System (LDWS), Driver Drowsiness and Attention Warning Systems, Blind Spot Information Systems and Moving off Information Systems for M2, M3, N2 and N3 categories of vehicles (effective for new models from 1st October, 2027 and for existing models from 1st January, 2028).

(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 5th May, 2025. The detailed guidelines including process flow, stakeholder wise standard operating procedures and clearly delineated roles and responsibilities have also been notified on 4th June, 2025.
