

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 426
ANSWERED ON 8TH DECEMBER, 2022**

DEATHS DUE TO ROAD ACCIDENTS

426. KUNWAR DANISH ALI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether it is a fact that most of the victims of road accidents die due to the absence of adequate emergency medical services along the National Highways and other main roads in the country;**
- (b) if so, the details thereof along with the reaction of the Government thereto;**
- (c) the number of persons died due to road accidents in the country during the last five years; and**
- (d) the steps taken or being taken by the Government to check/prevent the road accidents?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) & (b) As per yearly analysis of road accident data, based on the FIR data received from various States/UTs, road accident deaths 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 seatbelts, vehicular condition, weather condition, road condition, fault of driver / cyclist/ pedestrian etc.

With the overall objective to bring down preventable deaths due to road accidents, the Government of India has taken initiatives towards setting up of Trauma Care Facilities (TCFs) along the national highways. During the 11th Five-year Plan, under the scheme namely 'Assistance for Capacity Building for Developing Trauma Care Facilities in Government Hospitals on National Highways', financial assistance was provided to States/Union Territories (UTs) for upgrading/ strengthening trauma care facilities in identified Government Hospitals/Medical Colleges. The scheme continued during 12th Five Year Plan as 'Capacity Building for

Developing Trauma Care Facilities in Government. The Programme continued beyond 12th Five Year Plan as 'National Programme for Prevention and Management of Trauma and -Burn Injuries' wherein Trauma Care Facilities identified during 11th and 12th Five Year Plan are being supported. So far, 196 TCFs have been sanctioned under programme.

(c) As per the data received from police department of all States/UTs, the total number of persons who died due to road accidents in the country during the last five years are given in the table below :-

Year	Total Number of Persons Killed
2017	147913
2018	151417
2019	151113
2020	131714
2021	153972

(d) Ministry has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken by the Ministry as detailed below:-

(1) Education:

i. To create effective public awareness about road safety, Ministry undertakes various publicity measures and awareness campaigns on road safety through social media, electronic media, and print media. Further, Ministry implements a scheme to provide financial assistance to various agencies for administering Road Safety Advocacy.

ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.

iii. A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE) and officers of the Ministry/ National Highways Authority of India (NHAI) are also being trained.

iv. To impart driving training both theoretical and practical to the existing and aspiring drivers, for setting standards and monitoring driving training and issue of driving licence based on scientific process of testing skills, Ministry has been implementing a scheme for setting up of Institute of Driving

Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at state/district level across the Country.

(2) Engineering (both of Roads and vehicles)

2.1. Road engineering:

i. Road safety has been made an integral part of road design at planning stage. Road Safety Audit of all highway projects has been made mandatory at all stages i.e. design, construction, operation and maintenance.

ii. High priority to identification and rectification of black spots (accident prone spots) on National Highways.

iii. Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States / UTs.

iv. The electronic Detailed Accident Report (e-DAR) Project has been initiated to establish to a central repository for reporting, management and analysis of road accidents data across the Country.

v. This Ministry and IRC has issued various codes and guidelines, time to time, to implement various road safety measures so as to minimize accidents on National Highways.

2.2 Vehicle engineering:

i. The Ministry has notified regarding mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.

ii. This Ministry, vide notification dated 15th February, 2022 has prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. Further, it specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

iii. Ministry has notified the mandatory fitment of following listed safety technologies from 01st July 2019.

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. This Ministry has proposed that all front facing seats in vehicles of M1 category, manufactured on and after 01st April 2023, be provided with three point seat belt.

v. 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.

vi. This Ministry has mandated approval of vehicles for protection of occupants in the event of an Offset Frontal Collision, for requirements for behavior of steering mechanism of the vehicle in a Head-on collision, Protection of Occupants in the event of Lateral Collision and for approval of vehicles with regard to protection of pedestrians and other vulnerable road users in the event of a collision with a motor vehicle.

vii. The Ministry has mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

viii. This Ministry has mandated compliance of the fully built buses (with a seating capacity of 22 passengers or above, excluding driver), manufactured on and after 1st April 2019, with the requirements of Fire Detection, Alarm and Suppression system. Further, compliance of type III buses of category M3 and school buses with fire alarm and protection system in occupant compartment has also been mandated, on and after 26th January 2023.

ix. The Ministry has prescribed the format in which vehicle manufacturers issue the Road Worthiness Certification for registering motor vehicles.

x. Scheme for setting up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

xi. Ministry vide Notifications dated 23rd September, 2021 and 31st October, 2022 published the rules for recognition, regulation and control of Automated Testing Stations (ATS). These rules define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS.

xii. Notification vide GSR 272(E) dated 05th April, 2022, provides for mandatory fitness of vehicles only through an Automated Testing Stations. It mandates the fitness check of Heavy Goods Vehicles/Heavy Passenger Motor Vehicles only through automated testing stations with effect from 01st April 2023 onwards, and for Medium Goods Vehicles/Medium Passenger Motor Vehicles and Light Motor vehicles (Transport) with effect from 01st June 2024 onwards.

(3) Enforcement:

i. The Motor Vehicles (Amendment) Act, 2019 provides for strict penalties for ensuring strict compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology.

ii. Ministry vide notification GSR 594(E) dated 29th September, 2020 has published rules regarding protection of Good Samaritans.

iii. Ministry has issued notification G.S.R. 575(E) dated 11th August, 2021 for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices (speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), weigh in machine (WIM) and any such technology).

(4) Emergency care:

i. Ministry has implemented a Scheme for grant of Award to the Good Samaritan who has saved life of a victim of a fatal accident involving a motor vehicle by administering immediate assistance and rushing to Hospital/Trauma Care Centre within the Golden Hour of the accident to provide medical treatment.

ii. Ministry vide notification dated 25th February, 2022 has 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.
