

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

**LOK SABHA  
UNSTARRED QUESTION NO. 744  
ANSWERED ON 7<sup>TH</sup> DECEMBER, 2023**

**REDUCING ROAD ACCIDENTS**

**744. SHRI CHANDRA SEKHAR SAHU:  
DR. PRITAM GOPINATHRAO MUNDE:  
SHRI RAHUL RAMESH SHEWALE:  
SHRI GOPAL CHINNAYA SHETTY:**

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS**

**सड़क परिवहन और राजमार्ग मंत्री**

**be pleased to state:**

- (a) whether India has the second largest road network in the World but at the same time road accidents is a big challenge for India;**
- (b) if so, the facts thereof and the reaction of the Government thereto;**
- (c) the number of road accidents reported in the country particularly in Odisha during each of the last three years;**
- (d) whether a major chunk of GDP is lost due to the road accidents and if so, the details thereof;**
- (e) whether the Union Government has set a target to reduce the road accidents to half by 2024/2030;**
- (f) if so, the details of the action plan and the steps taken by the Union Government to achieve this target; and**
- (g) the extent to which road accidents have reduced in the country?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) & (b) As per Basic Road Statistics of India publication, India has a road network of 63,31,757 Km of roads as on 31st March, 2019, which is the second largest in the World after the United States of America with a road network of 66,45,709 Km. With rapid expansion of the road network, increasing number of vehicles and increase in average speed on roads, India is also witnessing a high number of road accidents. As per the data received from the police department of all States/UTs, 4,61,312 number of road accidents were reported during the calendar year 2022.**

**(c) As per the data received from the police department of all States/UTs, state-wise details of road accidents during the last three years is attached as Annexure.**

**(d) As per report “Study on Socio-Economic cost of Road Accidents in India” by DIMTS in association with TRIPP-IIT Delhi, the socio-economic costs of road crashes in the country is around 3.14% of Nation’s GDP.**

**(e) Government of India has reaffirmed its commitment in the Stockholm Declaration to reduce number of road traffic deaths and injuries to 50% by 2030.**

**(f) 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 through social media, electronic media and print media. Further, Ministry administers a scheme to provide financial assistance to various agencies towards 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 Auditor has been mandated for technical officers of all road owning agencies under the Ministry up to the level of Superintending Engineer or equivalent.**

**iv. To impart driving training, Ministry 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 (both of Roads and vehicles)**

**2.1. Road engineering:**

**i. Road safety has been made an integral part of road design at planning stage.**

**ii. 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.**

**iii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.**

- iv. **Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies under the Ministry to look after RSA, blackspot rectification and other road safety related works.**
- v. **130 stretches of NH have been identified for developing as Model Safe Roads under the Ministry.**
- vi. **85 project stretches of NH have been identified for developing as Model Safe Construction Zone under the Ministry.**
- vii. **Ministry 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.**
- viii. **Ministry and IRC have issued various codes and guidelines, time to time, to implement various road safety measures so as to minimize accidents on National Highways.**
- ix. **Ministry vide letter dated 20.07.2023 has issued guidelines for the provision of signages on Expressways and National Highways by incorporating best practices and International standards to offer improved visibility and intuitive guidance to the drivers. The guidelines are designed to offer drivers clear and concise guidance, warnings, notices and regulatory information, facilitating a seamless and safe journey on the roads.**

## **2.2 Vehicle engineering:**

**Ministry has taken various initiatives 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 vide notification dated 15th February, 2022 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 from 01st July, 2019 : -**

**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 approval of vehicles for protection of occupants in the event of an Offset Frontal Collision, for requirements of 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.**
- vi. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.**
- vii. 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 from 1<sup>st</sup> October, 2023.**
- viii. Prescribed the format in which vehicle manufacturers issue the Road Worthiness Certification for registering motor vehicles.**
- ix. Published the rules for recognition, regulation and control of Automated Testing Stations vide notification GSR 652 (E) dt 23<sup>rd</sup> September 2021 and its amendment vide GSR 797 (E) dt 31<sup>st</sup> October 2022. These rules define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS. These rules came into effect on 25<sup>th</sup> September 2021.**
- x. Published the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF) vide notification GSR 653 (E) dt 23<sup>rd</sup> September 2021 and its amendment vide GSR 695 (E) dt 13<sup>th</sup> September 2022. These rules for RVSF prescribe the procedure for setting up and operation of such facilities.**
- xi. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out older, unfit a polluting vehicles.**

**xii. 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.**

**xiii. A new rule 126E in CMVR (Central Motor Vehicles Rules), 1989 regarding the Bharat New Car Assessment Program (BNCAP) has been inserted vide G.S.R. 698(E) dated 27th September, 2023 which introduces the concept of safety rating of passenger cars and empowers consumers to take informed decisions.**

**(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. 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 other technology specified by the State Government).**

**(4) Emergency care:**

**i. Ministry has published rules vide GSR 594(E) dated 29<sup>th</sup> September, 2020 for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or nonmedical care or assistance at the scene of an accident to the victim or transports such victim to the hospital.**

**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.**

**(g) The analysis of the road accidents and fatalities data in terms of number of vehicles and road length indicates that the road accidents per 10,000 vehicles have reduced from 17.2 in 2018 to 11.9 in 2022 and**

**accidents per 10,000 Kms of roads have reduced from 757 in 2018 to 688 in 2022. Similarly, road fatalities per 10,000 vehicles have reduced from 5.8 in 2018 to 4.3 in 2022 and fatalities per 10,000 Kms of roads have reduced from 254 in 2018 to 250 in 2022.**

**ANNEXURE REFERRED TO IN REPLY TO PART (c) OF LOK SABHA UNSTARRED QUESTION NO. 744 ANSWERED ON 7<sup>TH</sup> DECEMBER, 2023 ASKED BY SHRI CHANDRA SEKHAR SAHU AND ORS. REGARDING REDUCING ROAD ACCIDENTS.**

**State/UT wise, the total number of Road Accidents :-**

Sl. No.	States/UTs	2020	2021	2022
1	Andhra Pradesh	19509	21556	21249
2	Arunachal Pradesh	134	283	227
3	Assam	6595	7411	7023
4	Bihar	8639	9553	10801
5	Chhattisgarh	11656	12375	13279
6	Goa	2375	2849	3011
7	Gujarat	13398	15186	15751
8	Haryana	9431	9933	10429
9	Himachal Pradesh	2239	2404	2597
10	Jharkhand	4405	4728	5175
11	Karnataka	34178	34647	39762
12	Kerala	27877	33296	43910
13	Madhya Pradesh	45266	48877	54432
14	Maharashtra	24971	29477	33383
15	Manipur	432	366	508
16	Meghalaya	214	245	246
17	Mizoram	53	69	133
18	Nagaland	500	746	489
19	Odisha	9817	10983	11663
20	Punjab	5203	5871	6138
21	Rajasthan	19114	20951	23614
22	Sikkim	138	155	211
23	Tamil Nadu	49844	55682	64105
24	Telangana	19172	21315	21619
25	Tripura	466	479	575
26	Uttarakhand	1041	1405	1674
27	Uttar Pradesh	34243	37729	41746
28	West Bengal	10863	11937	13686
29	A & N Islands	141	115	141
30	Chandigarh	159	208	237
31	D & N Haveli	100	140	196
32	Daman & Diu	\$	\$	\$
33	Delhi	4178	4720	5652
34	Jammu & Kashmir	4860	5452	6092
35	Ladakh	NA	236	374
36	Lakshadweep	1	4	3
37	Puducherry	969	1049	1181
<b>Total</b>		<b>372181</b>	<b>412432</b>	<b>461312</b>

**Note \$: Data for Daman & Diu and Dadar & Nagar Haveli has been received as the two union territory were merged on 20th January, 2020 to be known as Dadra and Nagar Haveli and Daman and Diu.**