

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

**LOK SABHA
UNSTARRED QUESTION NO. 910
ANSWERED ON 7TH DECEMBER, 2023**

ROAD ACCIDENTS IN INDIA -2022

**910. SHRIMATI SUPRIYA SULE:
DR. DNV SENTHILKUMAR S.:
SHRIMATI MANJULATA MANDAL:
SHRI KULDEEP RAI SHARMA:
SHRI C.N. ANNADURAI:
DR. SUBHASH RAMRAO BHAMRE:
DR. AMOL RAMSING KOLHE:
SHRI THIRUNAVUKKARASAR SU.:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government has recently unveiled Annual report titled “Road Accidents in the country-2022” and if so, the details thereof;**
- (b) whether the Report reveals a worrisome surge in road accidents in the country during the calendar year 2022 and if so, the number of road accidents and the number of persons died/injured during the last three years, State/UT-wise;**
- (c) whether the Government has taken any comprehensive measures to address this growing crisis and if so, the details thereof;**
- (d) the details of States which have initiated the installation of AI cameras to prevent road accidents and proper implementation of traffic rules; and**
- (e) the measures being taken to improve road safety, security of riders and public awareness?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) &(b) Ministry publishes “Road Accidents in India” annually based on data received from the Police Departments of States/UTs. Road Accidents in India, 2022 has been published by the Ministry and is available on Ministry’s website. As per the report Number of road accidents in the country during the Year 2022 were reported as 4,61,312. The years 2020 and 2021 were affected by the COVID-19 pandemic.

The Road Accidents in India Report, 2022 gives the following data on road accidents in the country:

Year	No. of Road Accidents
2001	4,05,637
2002	4,07,497
2003	4,06,726
2004	4,29,910
2005	4,39,255
2006	4,60,920
2007	4,79,216
2008	4,84,704
2009	4,86,384
2010	4,99,628
2011	4,97,686
2012	4,90,383
2013	4,86,476
2014	4,89,400
2015	5,05,770
2016	4,84,756
2017	4,69,242
2018	4,70,403
2019	4,56,959
2020*	3,72,181
2021*	4,12,432
2022	4,61,312

*** Covid affected years**

State/UTs-Wise number of road accidents, fatalities and person injured in India during the last three (2020-2022) years is attached as Annexure-I.

(c) & (e) 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. Ministry administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.**
- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.**

iii. 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 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. 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.

v. Ministry 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.

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 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.

vii. Formulated the Vehicle Scrapping Policy based on incentives/disincentives and for creating an ecosystem to phase out older, unfit a polluting vehicles.

viii. 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 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 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 in cities with more than one million population.

(4) Emergency care:

i. Ministry has 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 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.

(d) As per provisions under Section 136A of the Motor Vehicles (Amendment) Act, 2019, Ministry has notified rule for Electronic Monitoring and Enforcement of Road Safety vide G.S.R. 575(E) dated 11th August, 2021. The rule provides that the footage from an electronic enforcement device having electronic stamp for location, date and time, can be used to issue challan for the offences like not driving within the prescribed speed limit, not wearing protective headgear or helmet, jumping a red light, violating a stop sign, using of handheld communications devices while driving, passing or overtaking other vehicles in a manner contrary to law, driving against the authorised flow of traffic etc.

Based on information received from some of the states/UTs, details of electronic devices installed (as on 15th March, 2023) is annexed as per Annexure - II.

Annexure - I

ANNEXURE REFERRED TO IN REPLY TO PART (a) & (b) OF LOK SABHA UNSTARRED QUESTION NO. 910 ANSWERED ON 7TH DECEMBER, 2023 ASKED BY SHRIMATI SUPRIYA SULE AND ORS. REGARDING ROAD ACCIDENTS IN INDIA -2022.

Sl. No.	States/UTs	Road Accidents			Fatalities			Injuries		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
1	Andhra Pradesh	19509	21556	21249	7039	8186	8293	19675	21040	21340
2	Arunachal Pradesh	134	283	227	73	157	148	185	347	186
3	Assam	6595	7411	7023	2629	3036	2994	5269	5763	5637
4	Bihar	8639	9553	10801	6699	7660	8898	7016	7946	7068
5	Chhattisgarh	11656	12375	13279	4606	5371	5834	10505	10683	11695
6	Goa	2375	2849	3011	223	226	271	880	843	1091
7	Gujarat	13398	15186	15751	6170	7452	7618	12002	13690	15089
8	Haryana	9431	9933	10429	4507	4706	4915	7659	8121	8519
9	Himachal Pradesh	2239	2404	2597	893	1052	1032	3223	3454	4063
10	Jharkhand	4405	4728	5175	3044	3513	3898	3295	3227	3747
11	Karnataka	34178	34647	39762	9760	10038	11702	39492	40754	48154
12	Kerala	27877	33296	43910	2979	3429	4317	30510	36775	49307
13	Madhya Pradesh	45266	48877	54432	11141	12057	13427	46456	48956	55168
14	Maharashtra	24971	29477	33383	11569	13528	15224	19914	23071	27239
15	Manipur	432	366	508	127	110	127	663	504	817
16	Meghalaya	214	245	246	144	187	162	220	263	310
17	Mizoram	53	69	133	42	56	113	68	65	107
18	Nagaland	500	746	489	53	55	73	286	380	291
19	Odisha	9817	10983	11663	4738	5081	5467	8822	9782	10302
20	Punjab	5203	5871	6138	3898	4589	4756	2904	3072	3324
21	Rajasthan	19114	20951	23614	9250	10043	11104	16769	19344	22293
22	Sikkim	138	155	211	47	56	92	218	244	354
23	Tamil Nadu	49844	55682	64105	14527	15384	17884	47618	55996	67703
24	Telangana	19172	21315	21619	6882	7557	7559	18661	20107	20209
25	Tripura	466	479	575	192	194	241	470	547	541
26	Uttarakhand	1041	1405	1674	674	820	1042	854	1091	1613
27	Uttar Pradesh	34243	37729	41746	19149	21227	22595	22410	24897	28541
28	West Bengal	10863	11937	13686	5128	5800	6002	9715	10454	12843
29	A & N Islands	141	115	141	14	20	19	145	97	136
30	Chandigarh	159	208	237	53	96	83	148	172	203
31	D & N Haveli	100	140	196	64	76	90	119	171	273
32	Daman & Diu	\$	\$	\$	\$	\$	\$	\$	\$	\$
33	Delhi	4178	4720	5652	1196	1239	1461	3662	4273	5201
34	Jammu & Kashmir	4860	5452	6092	728	774	805	5894	6972	8372
35	Ladakh	NA	236	374	NA	56	62	NA	242	346
36	Lakshadweep	1	4	3	0	1	2	1	6	2
37	Puducherry	969	1049	1181	145	140	181	1019	1099	1282
Total		372181	412432	461312	138383	153972	168491	346747	384448	443366

Note \$: Data for D & D 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 D & D.

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA UNSTARRED QUESTION NO. 910 ANSWERED ON 7TH DECEMBER, 2023 ASKED BY SHRIMATI SUPRIYA SULE AND ORS. REGARDING ROAD ACCIDENTS IN INDIA -2022.

Implementation status in respect of some States as on March, 2023: -

Equipment	Delhi	Karnataka	Maharashtra	West Bengal	Rajasthan	Madhya Pradesh	Gujarat	Odisha	Andhra Pradesh	Uttar Pradesh
Speed Cameras	125 ¹ at 66 locations	55	6 ²	106 at 60 locations ³	33	358	-	104 locations ³	77	
CCTV	-	2937		2488	575	2354	12263	-	12535	
Speed Guns	110	26	70 ⁴	212	98	42	347 ⁵	75	198	222 ⁶
Body Wearable Cameras	509 ⁷ (Police) 60 (Transport)	5736	-	4869	811	-	9952	360	798	2577
Dashboard Cameras	-	21	-	70	97	-	90	-	4	186
ANPR	-	508	-	181	2	2596	3343	-	3289	
RLVD ⁸	209 at 43 junctions	88	-	-	-	-	-	-		
Weigh-in Machine	3 ⁹	430			198	535		-	-	

[1] **Over Speed Violation Detection (OSVD) cameras**

[2] **only Mumbai-Pune stretch covered in the data provided**

[3] **Intelligent Enforcement Management System (ANPR Speed Violation Detection & CCTV Camera) is implemented in 104 locations.**

[4] **Interceptor vehicles**

[5] **Out of 347, 90 are interceptor vehicles**

[6] **Including 17 Interceptors**

[7] **Another 551 - not in working conditions**

[8] **Red Light Violation Detection (RLVD)**

[9] **Way bridges were installed at impounding pits to weigh the overloaded vehicles.**
