

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

**LOK SABHA
UNSTARRED QUESTION NO.2583
ANSWERED ON 17TH MARCH, 2022**

IMPACT OF ROAD CRASHES ON HOUSEHOLD POVERTY

2583. DR. SHASHI THAROOR:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government is aware of the World Bank Report 2021 that highlights the correlation between road crashes and increase in household poverty in India and if so, the reaction of the Government thereto;**
- (b) whether more than 75 per cent of the poor households in India have reported an income decline due to road traffic crashes amounting to as high as seven month's household income;**
- (c) if so, the details thereof, State-wise along with the reaction of the Government thereto;**
- (d) whether road crashes impact the poor disproportionately and pushes them into a vicious cycle of poverty and debt and if so, the financial and medical measures taken to rehabilitate them;**
- (e) whether the Government has promised to reduce road crash deaths by 50 percent by the year 2025 and if so, the steps taken in this regard; and**
- (f) whether a percentage decline in such deaths has been achieved so far after stricter implementation of the Motor Vehicles Act, 1988 and if not, the reasons therefor?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) to (e) World Bank has conducted the study which aims to capture the socioeconomic realities and nuances of road crashes at**

the sub-national level in India. The study was conducted in four States in India, i.e., Uttar Pradesh, Bihar, Tamil Nadu and Maharashtra. The four states were selected on the basis of several criteria including demographic and geographical representation, magnitude of fatality burden and socio-economic parameters such as economic growth, poverty rate and social welfare. Since the study has been conducted only on 4 states no state wise data is available. While the quantitative surveys covered over 2400 interviews with LIH, HIH and truck drivers, the qualitative part of the study included 3 Focus Group Discussions (FGDs) with women in Bihar and Uttar Pradesh and 8 in-depth interviews with adolescents. The accidents are family specific and not group specific in term of its fallout.

Further, based on various studies including World Bank study, the 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 : -

i. Education:

- a. 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 road safety advocacy scheme to provide financial assistance to various agencies for administering Road Safety Advocacy.**
- b. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.**
- c. A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE).**

ii. Engineering (both of Roads and vehicles)

• Road engineering:

- a. High priority to identification and rectification of black spots (accident prone spots) on national highways.**
- b. 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.

- c. **Ministry has delegated powers to Regional Officers for technical approval to the detailed estimates for rectification of identified Road Accident black spots.**
- d. **Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States / UTs.**
- e. **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 India.**

- **Vehicle engineering:**

- a. **Safety standards for automobiles have been improved in respect of Airbags, Anti-Breaking System (ABS), Tyres, Crash test, Speed Limiting devices, comply with fire Alarm and protection system etc.**
- b. **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.**
- c. **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. **Enforcement:**

- a. **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.**
- b. **Issue of Guidelines for protection of Good Samaritans and draft rules as per MV (Amendment) Act, 2019 has been published.**

- iv. **Emergency care:**

- a. **The Motor Vehicles (Amendment) Act, 2019 provides for a scheme for the cashless treatment of victims of the accident during the golden hour.**
- b. **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.**
- c. **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.**

(f) The Motor Vehicles Act, 1988 has been amended by Parliament on 9th August, 2019. It focuses on road safety and includes, inter-alia, hike in penalties for traffic violations, electronic monitoring of the same, enhanced penalties for juvenile driving, computerization/automation of vehicle fitness and driving, tests, recall of defective vehicles, streamlining the third party insurance and payment of increased compensation for hit and run cases etc. The Amendment has strengthened the Law to improve the road Safety scenario and reduce loss of lives.

As per the information available with the Ministry, total number of road accidents in the country during the last three calendar years from 2018 to 2020 (provisional) is given in the table below:-

Year	Total Number of Road Accidents	% change
2018	4,67,044	
2019	4,49,002	-3.86
2020	3,66,138	-18.46
