GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO.421
ANSWERED ON 3RD FEBRUARY, 2022

MEASURES TO MINIMISE DEATH RISK IN ROAD ACCIDENTS

421. SHRIMATI SAJDA AHMED:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) the policy adopted by the Government to bring down the death risk in passenger vehicle accidents;
(b) whether the Government proposes for mandatory six airbags in passenger vehicles;
(c) if so, the details thereof;
(d) whether the Government has set up Geographical Information System (GIS) based road accident database systems to reduce road accident fatality across the country; and
(e) if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) The Measures taken by MORTH to bring down death risk in passenger vehicles are as under:-

(i) Prototype of every motor vehicle has to be type approved by the Testing agencies specified under Rule 126 of the CMVR 1989, to ascertain compliance to various rules specified under CMVR 1989.
(ii) Speed limiting device/ speed governor:- Ministry of Road Transport and Highways has notified G.S.R 290(E) dated 15th April, 2015 and G.S.R 424(E) dated 01st May, 2017, making it mandatory for all transport vehicles to be equipped with speed limiting device/ speed governor except two wheelers, three wheelers, quadricycles, fire tenders, ambulances, police vehicles and verified and certified by a testing agency specified in rule 126 to have maximum rated speed of not more than 80 kilometre per hour.

(iii) Road Worthiness Certificate:- The Ministry has notified GSR 628 (E) dated 12th October, 2020 to bring an amendment in Form 22 of CMVR,

1989. FORM 22 prescribes the format in which vehicle manufacturers issue the Road Worthiness Certification for registering the motor vehicles.

(iv) Crash test norms:- This Ministry, vide notifications S.O. 1139 (E) dated 28th April 2015 and S.O. 2412(E) dated 3rd September 2015, mandated AIS 098/2008 for protection of occupants in the event of an Offset Frontal Collision for the new models from 1st October, 2017 and for all models from 1st October, 2019; AIS 096/2008 for requirements for behavior of steering mechanism of the vehicle in a Head-on collision for the new models from 1st October, 2017 and for all models from 1st October, 2019; AIS 099/2008 for Approval of vehicles with regard to Protection of Occupants in the event of Lateral Collision for the new models from 1st October, 2017 and for all models with effect from 1st October, 2019; and AIS100/2010 for approval of vehicles with regard to protection of pedestrian and other vulnerable road users in the event of a collision with a motor vehicle for the new models from 1st October, 2018 and for all models with effect from 1st October, 2020.

(v) Anti-lock braking system:- The rule 96 of the Central Motor Vehicles Rules, 1989 provides the norms for anti-lock braking system for vehicles of certain categories of L, M and N.

(vi) Certificate of fitness:- Ministry has notified G.S.R 1081(E) dated 02.11.2018 amending rule 62 of the Central Motor Vehicles Rules, 1989 vide which renewal of certificate of fitness in respect of transport vehicles is two years for vehicles up to eight years old and one year for vehicles older than eight years.

(vii) fire Alarm and protection system:- This Ministry vide G.S.R. 367(E) dated 13th April, 2018 and G.S.R. 246 (E) dated 29th March, 2019 has mandated that the fully built buses (with a seating capacity of 22 passengers or above excluding driver) manufactured on and after 1st April 2019, by Original Equipment Manufacturers shall be in accordance with AIS:153, as amended from time to time, till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 2016 (11 of 2016). Such buses approved shall also comply with the requirements of Fire Detection, Alarm and Suppression system as per AIS:135 and AIS:153.

Further, this Ministry vide G.S.R. 48(E) dated the 27th January, 2022 has notified that the type III buses of category M3 and school buses shall also comply with fire Alarm and protection system in occupant compartment as per AIS-135.

(b) & (c) This Ministry vide GSR 1483(E) dated 7th December, 2017 mandated the requirement of airbag for the driver as per AIS 145. The

Ministry has notified GSR 148(E) dated 2nd March, 2021 regarding mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver as per AIS 145, as amended from time to time for the vehicles manufactured on and after the 1st Day of April, 2021, in the case of new models, and 31st day of August, 2021, in the case of existing models. However, due to COVID 19 pandemic, this Ministry vide GSR 595(E) dated 26th August 2021 has extended the timeline in respect of date of implementation of fitment of air bags on existing models upto 31st December 2021.

Further, The Ministry of Road and Transport and Highways, vide GSR 16(E) dated 14th January, 2022, has notified that vehicles of category M1, manufactured after 01st October 2022, shall be fitted with two side/side torso air bags, one each for the persons occupying front row outboard seating positions and two side curtain/tube air bags, one each for the persons occupying outboard seating positions. This has been notified to enhance safety for the vehicle occupants. Comments and objections have been solicited from all stakeholders within a period of thirty days.

(d) & (e) The Integrated Road Accident Database (iRAD) Program is an initiative of the Ministry of Road Transport and Highways (MoRTH) to establish an accurate and structured framework for accident data collection across the India through IIT, Madras and NICSI. The solution is envisaged to be an integrated mix of a Mobile/Tablet App and Web Portal and provide latest features and functionalities including GIS Integration, Back-end analytics, Linkage with multiple stakeholders, Multi-lingual Support, constant update of the information database to facilitate latest information.

The purpose of the software is to establish a central repository for reporting, management and analysis of road accidents data. The application would not only enable on-spot data collection but also when fully operational would enable authorities to identify accident black spots on its analytic platform and take preventive measures across the country.

Presently, Live accident entries are in-progress in twenty-one states/UTs namely Rajasthan, Uttar Pradesh, Madhya Pradesh, Maharashtra, Karnataka, Tamil Nadu, Chhattisgarh, Telangana, Odisha, Mizoram, Puducherry, Meghalaya, Goa, Kerala, Andaman & Nicobar, Jharkhand, Haryana, Lakshadweep, Andhra Pradesh, Bihar, and Uttarakhand.

*****