

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

**LOK SABHA
STARRED QUESTION NO. 244
ANSWERED ON 12TH DECEMBER, 2024
DATA ON ROAD ACCIDENT FATALITIES**

***244. SHRI GURMEET SINGH MEET HAYER:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details of data on road accident fatalities during the last ten years, categorized by State, age group, and type of accident;**
- (b) the steps taken by the Government to address the disproportionate impact of accidents on vulnerable road users such as pedestrians and cyclists; and**
- (c) whether the Government has a targeted strategy or specific plans to reduce road accident deaths in the coming years, if so, the details thereof including timelines and objectives set thereof and if not, the reasons for the absence of such plans?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PART (a) TO (c) OF THE LOK SABHA STARRED QUESTION NO. *244 FOR ANSWER ON 12.12.2024 ASKED BY SHRI GURMEET SINGH MEET HAYER REGARDING DATA ON ROAD ACCIDENT FATALITIES.

(a) The Central Government annually publishes report “Road Accidents in India”, based on data received from States/UTs. Based on the Annual reports for the previous Years, details of data on road accident fatalities during the calendar year 2013 to 2022, categorized by State, age group, and type of accident is attached as Annexure-I, Annexure-II and Annexure-III respectively.

(b) and (c) The Report “Road Accident in India, 2022”, identifies pedestrians, cyclists and motorcyclists as vulnerable group, accounting for a large proportion of road traffic deaths.

Road accidents are multi-causal phenomenon and are the result of an interplay of various factors. These can broadly be categorized into (i) human error (ii) road condition/environment and (iii) vehicular condition.

As per the Stockholm Declaration on Road Safety, India is committed to reduce number of road traffic deaths and injuries to 50% by 2030. The declaration emphasizes the importance of a holistic approach to road safety, including improving the design of roads and vehicles; enhancing laws and law enforcement; providing timely, life-saving emergency care for the injured etc.

Therefore, the Government has formulated a multi-pronged strategy to address the issue of road safety based on 4E’s i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken by the Ministry as detailed at Annexure-IV.

ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA STARRED QUESTION NO. 244 FOR ANSWER ON 12.12.2024 ASKED BY SHRI GURMEET SINGH MEET HAYER REGARDING DATA ON ROAD ACCIDENT FATALITIES.

State/UTs-wise Fatalities in the country from calendar year 2013 to 2022

S. No.	States/UTs	Total Fatalities
1	Andhra Pradesh	86035
2	Arunachal Pradesh	1328
3	Assam	27548
4	Bihar	63041
5	Chhattisgarh	45031
6	Goa	2810
7	Gujarat	75738
8	Haryana	48326
9	Himachal Pradesh	11154
10	Jharkhand	32308
11	Karnataka	106544
12	Kerala	40389
13	Madhya Pradesh	104874
14	Maharashtra	130613
15	Manipur	1343
16	Meghalaya	1640
17	Mizoram	706
18	Nagaland	474
19	Odisha	47483
20	Punjab	46150
21	Rajasthan	102712
22	Sikkim	713
23	Tamil Nadu	165847
24	Telangana	63396
25	Tripura	1985
26	Uttarakhand	8911
27	Uttar Pradesh	197283
28	West Bengal	59492
29	A&N Island	216
30	Chandigarh	1069
31	Dadra & Nagar Haveli	342
32	Daman & Diu	225
33	Delhi	15337
34	Jammu & Kashmir	9070
35	Ladakh	118
36	Lakshadweep	5
37	Puducherry	1930
Total (all India)		15,02,416

Note: 1. Data of Daman & Diu is included in Dadra & Nagar Haveli from 2020 onwards.

2. Data have been reconciled for West Bengal for the calendar year 2015 to 2017, 2019 & 2020 and Tamil Nadu for the calendar year 2017 to 2020 by respective state.

ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA STARRED QUESTION NO. 244 FOR ANSWER ON 12.12.2024 ASKED BY SHRI GURMEET SINGH MEET HAYER REGARDING DATA ON ROAD ACCIDENT FATALITIES.

No. of Fatalities classified by Age group from 2016 to 2022

S. No.	States/UTs	Less than 18 years	18 to 25 years	>25 to 60 years	>60 years
1	Andhra Pradesh	3,898	9,885	37,588	5,288
2	Arunachal Pradesh	112	261	587	11
3	Assam	2,191	5,685	12,423	582
4	Bihar	6,900	11,845	27,337	3,716
5	Chhattisgarh	2,680	7,980	21,068	2,283
6	Goa	80	363	1,330	207
7	Gujarat	4,072	10,426	35,725	3,095
8	Haryana	5,224	6,522	17,658	7,043
9	Himachal Pradesh	759	1,498	4,958	761
10	Jharkhand	2,613	5,349	12,380	4,562
11	Karnataka	4,399	15,833	51,526	4,816
12	Kerala	1,747	4,709	15,588	6,604
13	Madhya Pradesh	6,975	17,440	49,479	5,737
14	Maharashtra	3,603	17,795	65,096	5,793
15	Manipur	90	184	583	47
16	Meghalaya	153	233	857	27
17	Mizoram	74	99	250	21
18	Nagaland	32	96	177	48
19	Orissa	2,342	8,235	23,088	2,156
20	Punjab	2,638	7,385	19,848	2,701
21	Rajasthan	5,322	19,483	47,261	2,019
22	Sikkim	40	145	319	22
23	Tamil Nadu	6,498	15,319	63,182	14,268
24	Telangana	3,132	8,825	34,477	3,767
25	Tripura	116	321	934	83
26	Uttarakhand	573	1,338	4,122	532
27	Uttar Pradesh	19,028	36,894	84,433	12,293
28	West Bengal	5,129	6,269	25,318	5,414
29	Andaman & Nicobar Islands	10	30	88	5
30	Chandigarh	75	101	444	92
31	Dadra & Nagar Haveli	35	101	255	37
32	Daman & Diu	9	39	85	5

33	Delhi	720	2,127	6,435	1,224
34	Jammu & Kashmir	784	1,668	3,290	568
35	Ladakh	0	32	86	0
36	Lakshadweep	1	1	2	1
37	Puducherry	91	198	769	274
	Total	92,145	2,24,714	6,69,046	96,102

Note:

- 1. State/UTs-wise age profile data for year 2013 is not available with the Ministry.**
- 2. Data of age group 25-60 years and 60 & above is not available for calendar year 2014 and 2015 with the Ministry.**
- 3. 'Age not known' category included in '60 and above'**
- 4. Data of Daman & Diu is included in Dadra & Nagar Haveli from 2020 onwards**
- 5. Road accident data for West Bengal for the calendar year 2015 to 2017, 2019 & 2020 and Tamil Nadu for the calendar year 2017 to 2020 have been reconciled by respective state.**

ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA STARRED QUESTION NO. 244 FOR ANSWER ON 12.12.2024 ASKED BY SHRI GURMEET SINGH MEET HAYER REGARDING DATA ON ROAD ACCIDENT FATALITIES.

Number of fatalities by vehicle types for calendar Year 2019 to 2022

Type of Impacting Vehicle	Road user category-wise number of persons killed					
	Pedestrians	Bicyclists	Two Wheelers' riders	Persons in Car, Jeep, Taxi	Persons in Trucks	Total
Two Wheelers	30617	4382	93204	10028	7085	145316
Auto Rickshaws	4647	1041	8879	2446	1368	18381
Cars, Taxis, Vans & LMV	27565	4336	58197	34805	5654	130557
Trucks/ Lorries	18016	3603	47344	18550	19444	106957
Buses	6731	1574	13775	6129	3917	32126
others	23708	3114	36051	10343	5943	79159
Total	111284	18050	257450	82301	43411	

Note:

1. **Data for calendar year 2013 to 2018 is not available**

With the Ministry.

2. **Other category includes Bicycle, e-rickshaw, Non-motorised Vehicle etc.**

ANNEXURE REFERRED TO IN REPLY TO PART (b) and (c) OF LOK SABHA STARRED QUESTION NO. 244 FOR ANSWER ON 12.12.2024 ASKED BY SHRI GURMEET SINGH MEET HAYER REGARDING DATA ON ROAD ACCIDENT FATALITIES.

Details of various initiatives taken by the Ministry to address the issue of Road Safety: -

(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 :

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 to offer improved visibility and intuitive guidance to the drivers.**
- vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design,**

construction and maintenance, as prescribed by the Central Government from time to time.

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. The rules have been further amended on 31.10.2022 and 14.03.2024.

vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and 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 introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.**

x. **Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.**

xi. **Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.**

xii. **Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M,N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.**

(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 Million plus cities in India and cities under National Clean Air Programme (NCAP).**

iii. **Ministry on 10th June, 2024 has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.**

(4) Emergency care:

i. Ministry has published rules for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical 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.

iv. Ministry along with National Health Authority (NHA), has implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh Haryana, Punjab, Uttarakhand, Puducherry and Assam.
