

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

**LOK SABHA  
UNSTARRED QUESTION NO. 1612  
ANSWERED ON 05<sup>TH</sup> DECEMBER, 2024  
ROAD SAFETY MANAGEMENT SYSTEM**

**1612. SHRI ANUP SANJAY DHOTRE:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) whether the number of road accidents in the country has increased over the years;**
- (b) if so, the details thereof and the factors responsible for increase in the number of road accidents in the country including number of persons killed during the last three years and the current year, State/UT-wise;**
- (c) whether the Government has made systematic assessment of current road safety management system and formulated any policy to prevent road accidents and if so, action taken thereon;**
- (d) whether the Government proposes to provide free/cashless treatment to the victims of road accidents; and**
- (e) if so, the details thereof?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) to (c) As per the report published by Government on Road Accidents in India, 2022, based on data received from States/UTs, total number of road accidents and fatalities in road accidents in the country from calendar year 2018 to 2022 is given in the table below : -**

<b>Year</b>	<b>Accidents</b>	<b>Fatalities</b>
<b>2018</b>	<b>4,70,403</b>	<b>1,57,593</b>
<b>2019</b>	<b>4,56,959</b>	<b>1,58,984</b>
<b>2020*</b>	<b>3,72,181</b>	<b>1,38,383</b>
<b>2021*</b>	<b>4,12,432</b>	<b>1,53,972</b>
<b>2022</b>	<b>4,61,312</b>	<b>1,68,491</b>

**\* - Covid affected year**

**State-wise details of total number of road accidents and number of fatalities due to road accidents in the country from calendar year 2020 to 2022 are annexed as per Annexure – I and Annexure – II respectively.**

**As per the data received from the Police Departments of all States/UTs, road accidents occur due to multiple causes such as over speeding, use of mobile phone, drunken driving/consumption of alcohol and drug, driving on wrong side/ lane indiscipline, jumping red light, non-use of safety devices such as helmets and seat belts, vehicular condition, weather condition, road condition etc.**

**The Government has approved National Road Safety Policy, 2010 to improve road safety in the Country.**

**The Government 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 at Annexure - III.**

**(d) and (e) The Government of India, in line with its commitment to reduce fatalities due to road accidents and the legal mandate under section 162 of Motor Vehicles Act, 1988, the Ministry of Road Transport and Highways (MoRTH), along with National Health Authority (NHA), has implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh on 14.03.2024 and in Assam on 30.05.2024. The pilot has been extended to the UT of Puducherry and States of Haryana, Punjab and Uttarakhand.**

**ANNEXURE REFERRED TO IN REPLY TO PART (a) to (c) OF LOK SABHA UNSTARRED QUESTION NO. 1612 ANSWERED ON 05<sup>TH</sup> DECEMBER, 2024 ASKED BY SHRI ANUP SANJAY DHOTRE REGARDING ROAD SAFETY MANAGEMENT SYSTEM.**

<b>State-wise details of Road Accidents for the Calendar Year 2020-2022</b>				
<b>S. No.</b>	<b>States/UTs</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
1	Andhra Pradesh	19,509	21,556	21,249
2	Arunachal Pradesh	134	283	227
3	Assam	6,595	7,411	7,023
4	Bihar	8,639	9,553	10,801
5	Chhattisgarh	11,656	12,375	13,279
6	Goa	2,375	2,849	3,011
7	Gujarat	13,398	15,186	15,751
8	Haryana	9,431	9,933	10,429
9	Himachal Pradesh	2,239	2,404	2,597
10	Jharkhand	4,405	4,728	5,175
11	Karnataka	34,178	34,647	39,762
12	Kerala	27,877	33,296	43,910
13	Madhya Pradesh	45,266	48,877	54,432
14	Maharashtra	24,971	29,477	33,383
15	Manipur	432	366	508
16	Meghalaya	214	245	246
17	Mizoram	53	69	133
18	Nagaland	500	746	489
19	Odisha	9,817	10,983	11,663
20	Punjab	5,203	5,871	6,138
21	Rajasthan	19,114	20,951	23,614
22	Sikkim	138	155	211
23	Tamil Nadu	49,844	55,682	64,105
24	Telangana	19,172	21,315	21,619
25	Tripura	466	479	575
26	Uttarakhand	1,041	1,405	1,674
27	Uttar Pradesh	34,243	37,729	41,746
28	West Bengal	10,863	11,937	13,686
29	Andaman & Nicobar Islands	141	115	141
30	Chandigarh	159	208	237
31	Dadra & Nagar Haveli *	100	140	196
32	Delhi	4,178	4,720	5,652
33	Jammu & Kashmir \$	4,860	5,452	6,092
34	Ladakh		236	374
35	Lakshadweep	1	4	3
36	Puducherry	969	1,049	1,181
<b>Total (All India)</b>		<b>3,72,181</b>	<b>4,12,432</b>	<b>4,61,312</b>

**Note:**

\* Includes data of Daman & Diu for the Year 2020 to 2022.

\$ Includes data of Ladakh for the Year 2020.

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<b>State-wise details of fatalities due to Road Accidents for the Calendar Year 2020-2022</b>				
<b>S. No.</b>	<b>States/UTs</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
1	Andhra Pradesh	7,039	8,186	8,293
2	Arunachal Pradesh	73	157	148
3	Assam	2,629	3,036	2,994
4	Bihar	6,699	7,660	8,898
5	Chhattisgarh	4,606	5,371	5,834
6	Goa	223	226	271
7	Gujarat	6,170	7,452	7,618
8	Haryana	4,507	4,706	4,915
9	Himachal Pradesh	893	1,052	1,032
10	Jharkhand	3,044	3,513	3,898
11	Karnataka	9,760	10,038	11,702
12	Kerala	2,979	3,429	4,317
13	Madhya Pradesh	11,141	12,057	13,427
14	Maharashtra	11,569	13,528	15,224
15	Manipur	127	110	127
16	Meghalaya	144	187	162
17	Mizoram	42	56	113
18	Nagaland	53	55	73
19	Odisha	4,738	5,081	5,467
20	Punjab	3,898	4,589	4,756
21	Rajasthan	9,250	10,043	11,104
22	Sikkim	47	56	92
23	Tamil Nadu	14,527	15,384	17,884
24	Telangana	6,882	7,557	7,559
25	Tripura	192	194	241
26	Uttarakhand	674	820	1,042
27	Uttar Pradesh	19,149	21,227	22,595
28	West Bengal	5,128	5,800	6,002
29	Andaman & Nicobar Islands	14	20	19
30	Chandigarh	53	96	83
31	Dadra & Nagar Haveli *	64	76	90
32	Delhi	1,196	1,239	1,461
33	Jammu & Kashmir \$	728	774	805
34	Ladakh		56	62
35	Lakshadweep	0	1	2
36	Puducherry	145	140	181
<b>Total (all India)</b>		<b>1,38,383</b>	<b>1,53,972</b>	<b>1,68,491</b>

**Note:**

*\* Includes data of Daman & Diu for the Year 2020 to 2022.*

*\$ Includes data of Ladakh for the Year 2020.*

**ANNEXURE REFERRED TO IN REPLY TO PART (a) to (c) OF LOK SABHA UNSTARRED QUESTION NO. 1612 ANSWERED ON 05<sup>TH</sup> DECEMBER, 2024 ASKED BY SHRI ANUP SANJAY DHOTRE REGARDING ROAD SAFETY MANAGEMENT SYSTEM.**

**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 10<sup>th</sup> 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.**

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