

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

**LOK SABHA
STARRED QUESTION NO. 400
ANSWERED ON 27TH MARCH, 2025**

ROAD ACCIDENTS IN MAHARASHTRA AND BIHAR

***400. SHRI RAVINDRA DATTARAM WAIKAR:
SHRI NARESH GANPAT MHASKE:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the total number of road accidents reported on National and State highways in Maharashtra and Bihar during the last five years and the primary causes identified by the Government thereof;**
- (b) the specific road safety measures implemented including intelligent traffic systems, stricter speed regulations and accident-prone zone identification to reduce fatalities;**
- (c) whether the Government has initiated any collaborations with private firms or global road safety experts to adopt best practices and technology-driven solutions for minimizing road accidents in Maharashtra and Bihar, if so, the details thereof;**
- (d) the current status of the proposal to set up emergency response infrastructure including trauma care centers, highway patrol teams and dedicated air ambulance services on major highways; and**
- (e) the steps being taken by the Government to enforce stricter penalties, improve driving training programmes and regulate overloaded commercial vehicles which contribute to high number of accidents?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

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

STATEMENT REFERRED TO IN REPLY TO PART (a) TO (e) OF THE LOK SABHA STARRED QUESTION NO. 400 FOR ANSWER ON 27.03.2025 ASKED BY SHRI RAVINDRA DATTARAM WAIKAR AND SHRI NARESH GANPAT MHASKE REGARDING ROAD ACCIDENTS IN MAHARASHTRA AND BIHAR.

(a) Government publishes annual report “Road Accidents in India”, based on data received from States/UTs. As per reports for the year 2018 to 2022, total number of road accidents in the State of Maharashtra and Bihar on National Highways (NHs) and State Highways (SHs) during the calendar year 2018 to 2022 are as under : -

| Years | Maharashtra | | | | Bihar | | | |
|-------|--|--------|----------------------|-------|--|-------|----------------------|-------|
| | Length of NHs (in Km as on 31 st March) | | Road Accidents on | | Length of NHs (in Km as on 31 st March) | | Road Accidents on | |
| | NHs | SHs | NHs | SHs | NHs | SHs | NHs | SHs |
| 2018 | 17,765 | 38,999 | 9,355 | 7,755 | 4,877 | 4,006 | 4,016 | 2,089 |
| 2019 | 17,757 | 32,005 | 8,360 | 7,214 | 5,358 | 4,006 | 4,526 | 1,945 |
| 2020* | 17,931 | 31,992 | 6,501 | 5,518 | 5,358 | 3,714 | 4,101 | 1,711 |
| 2021* | 18,196 | 32,486 | 7,501 | 6,328 | 5,771 | 3,714 | 4,349 | 2,115 |
| 2022 | 18,317 | NA | 9,417 | 6,902 | 5,940 | 3,714 | 4,601 | 2,428 |

** - Covid affected year*

As per the data, 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.

(b) and (e) The Government in the Ministry of Road Transport and Highways 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 Government for road safety in the country as detailed at Annexure.

(c) Signed a Memorandum of Understanding (MoU) with SaveLIFE Foundation to collaborate and work towards improving road safety across India. The objective of the MoU are as under : -

- i. to implement Zero-Fatality road corridor programme on the top 100 highest road fatality highways.**
- ii. to facilitate Zero-Fatality District programme in the top 100 highest road fatality districts.**
- iii. to facilitate the complete implementation of the Motor Vehicles (Amendment) Act, 2019 in the country.**

Further, Ministry has approved the proposal of IIT, Madras for setting up of Centre of Excellence for Road Safety.

(d) Government has taken initiatives to support State Governments towards setting up of Trauma Care Facilities (TCFs) along the National Highways in the country under “National Programme for Prevention and Management of Trauma and Burn Injuries”. During 11th Five Year Plan (2007-2012) and 12th Five Year Plan (2012-2017), a total of 196 Trauma Care Facilities (TCFs) were sanctioned in Government Hospitals/ Medical Colleges across the country.

Further, Government has requested all the States/ UTs on 28.12.2022 to set up dedicated Highway Police Stations at regular intervals along the Highways and Expressways to ensure efficiency and effectiveness.

ANNEXURE

ANNEXURE REFERRED TO REPLY TO PART (b) and (e) OF LOK SABHA STARRED QUESTION NO. 400 ANSWERED ON 27.03.2025 ASKED BY SHRI RAVINDRA DATTARAM WAIKAR AND SHRI NARESH GANPAT MHASKE REGARDING ROAD ACCIDENTS IN MAHARASHTRA AND BIHAR.

Details of various initiatives taken by the Government in Ministry of Road Transport & Highways for road safety : -

(1) Education:

- i. 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. 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. 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. 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:

Various initiatives were undertaken 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 ATs. 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. Formulated 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. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations. The Government has specifically requested all States/ UTs for strict implementation of provisions of Motor Vehicles Act, 1988 related to overloading of vehicles.**

ii. 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 cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. On 10th June, 2024, the Government 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. 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. 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 corridors of National Highways.

iv. Government in Ministry of Road Transport and Highways 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.
