

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

**LOK SABHA
UNSTARRED QUESTION NO. 4452
ANSWERED ON 27TH MARCH, 2025**

GLOBAL ROAD INFRA TECH SUMMIT AND EXPO

**4452. SHRI SUDHEER GUPTA:
SHRI CHAVAN RAVINDRA VASANTRAO:
SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details of total number of road accidents witnessed and deaths reported and number of persons injured seriously due to such accidents during each of the last two years and the current year;**
- (b) whether two days Global Road Infratech Summit and Expo was organized in the capital by the Government recently and if so, the details thereof along with the theme of the said expo;**
- (c) whether it is true that road accidents contribute three percent of economic loss to GDP and if so, the details thereof;**
- (d) whether the Government aims to reduce road accidents rates by fifty percent by 2030; and**
- (e) if so, the steps taken/being taken by the Government to implement improved road safety measures and develop strategies to bolster road safety by adopting newer technologies and sustainable recyclable construction materials?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) Government publishes annual report “Road Accidents in India”, based on data received from States/UTs. As per the report for the year, 2022, number of road accidents, fatalities and injuries on all category of roads in the country from calendar year 2020 to 2022 is given in the table below :-**

Year	Number of Road Accidents	Number of road accident fatalities	Number of road accident injuries
2020*	3,72,181	1,38,383	3,46,747
2021*	4,12,432	1,53,972	3,84,448
2022	4,61,312	1,68,491	4,43,366

** - Covid affected year*

(b) Global Road Infra Summit & Expo (2025) was organized by International Road Federation (IRF), a Private Entity, during 6th to 7th March, 2025 at New Delhi for road safety.

(c) As per report “Study on Socio-Economic cost of Road Accidents in India” by Delhi Integrated Multi-modal Transit System (DIMTS) in association with Transportation Research and Injury Prevention Programme (TRIPP) of IIT Delhi, the socio-economic costs of road crashes in the country is around 3.14% of Nation’s GDP.

(d) India is committed to reduce number of road traffic deaths and injuries to 50% by 2030.

(e) Government in the Ministry of Road Transport & 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 for road safety in the country as detailed at Annexure.

ANNEXURE

ANNEXURE REFERRED TO REPLY TO PART (e) OF LOK SABHA UNSTARRED QUESTION NO. 4452 ANSWERED ON 27.03.2025 ASKED BY SHRI SUDHEER GUPTA, SHRI CHAVAN RAVINDRA VASANTRAO AND SHRI DHAIRYASHEEL SAMBAJIRAO MANE REGARDING GLOBAL ROAD INFRA TECH SUMMIT AND EXPO.

Details of various initiatives taken by the Government 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.

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 in 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 & 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.
