

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

**LOK SABHA
UNSTARRED QUESTION NO. 3159
ANSWERED ON 7TH AUGUST, 2025**

ROAD SAFETY AUDIT ON NHs

3159. SHRI P C MOHAN:

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 during the last three years, year-wise and State-wise with specific data for Karnataka and Bengaluru Urban;**
- (b) the number of fatalities and serious injuries resulting from these accidents along with the major causes identified;**
- (c) whether safety audits have been conducted on National Highways (NHs) and urban roads in high-accident zones and if so, the key findings thereof;**
- (d) the steps taken to improve road safety including awareness campaigns, engineering interventions, enforcement of traffic rules and adoption of technology;**
- (e) whether the Ministry is collaborating with State Governments and urban local bodies to implement the Road Safety Action Plan under India's Road Safety Policy or the Brasilia Declaration; and**
- (f) the targets, timelines, financial allocations set to reduce road fatalities in line with Vision Zero and the UNSDG 3.6?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) Based on the data received from States/ UTs, the details of total number of road accidents, fatalities and injuries on all categories of roads in the country, State/UT-wise from calendar year 2020 to 2022 are annexed as per Annexure – I, Annexure – II and Annexure – III, respectively.

Further, total number of road accidents in Bengaluru City during the Calendar Year 2020 to 2022 is 3233, 3213 and 3822 respectively.

As per data received from the States/UTs, road accidents are multi-causal phenomenon and are the result of interplay of various factors. These can broadly be categorized into (i) human error, (ii) road condition/environment and (iii) vehicular condition.

(c) The Government in Ministry of Road Transport and Highways is mandated with the task of constructing and maintaining National Highways in the Country. As on date, Road safety audit has been conducted in a length of 1,36,716 km since FY 2019-20.

High priority is accorded to identification and rectification of black spots/accident spots on NHs. Rectification of black spots is a continuous process and temporary measures are taken on immediate basis. Short term remedial measures have been completed on 11,866 black-spots and long term remedial measures have been completed on 5324 black-spots. Long term rectification works include improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. which involve pre-construction activities such as land acquisition, forest clearance & utility shifting which takes significant time.

(d) 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 for road safety in the country as detailed at Annexure-IV.

(e) The National Road Safety Policy emphasizes to focus on raising awareness, establishing a comprehensive road safety information database, ensuring safer road infrastructure and vehicles, promoting safer driving practices, protecting vulnerable road users, enforcing traffic laws, and strengthening emergency medical services etc. These activities are broadly covered under the 4Es of Road Safety.

In collaboration with State Governments, various initiatives have been implemented which are aimed at enhancing the safety of road users. The initiatives, inter-alia, include the following:

- i. The Motor Vehicles (Amendment) Act, 2019 enacted by the Parliament has strengthened the traffic laws in the country. 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.**
- ii. The Government has established an electronic Detailed Accident Report (eDAR) portal, a central repository for reporting, management and analysis of road accidents data to enhance road safety. eDAR provides data-based insights to the State agencies for formulation of policy measures and in strategic decision**

making, enabling authorities to identify accident spots/blackspots through analytics and take preventive measures.

(iii) The Government has developed portal for District Road Safety Committee to undertake review of road safety issues by the District Authorities.

(iv) The Government has notified guidelines of Cashless Treatment of Road Accident Victims Scheme 2025 for providing cashless treatment to the victims of road accidents on all roads for 7 days upto a maximum amount of ₹1.5 lakh per accident per person. District level authorities have been assigned various responsibilities in implementation of the scheme.

(v) The Government administers a scheme to set up state-of-the-art Driving Training Institutes (IDTRs, RDTCs, DTCs) in States/UTs to provide quality training to the driving license aspirants. State agencies play a key role in the implementation of this scheme

(vi) The Government also administers the Rah-veer scheme for award to person(s) who has saved life of a victim of road crashes involving a motor vehicle by administering immediate assistance and rushing to Hospital/ Trauma Care Centre. The scheme is implemented through the respective State agencies.

(vii) The Central Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme of Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore.

(viii) The Government in the Ministry of Road Transport & Highways has developed various web applications/portals such as Vahan, Sarathi m-Parivahan App which facilitate the States/UTs and citizen in the matters relating to Registration certificate and Driving Licence etc.

(f) Stockholm Declaration on Road Safety, adopted at the 3rd Global Ministerial Conference on Road Safety in February 2020, sets a new global target to reduce road traffic deaths and injuries by 50% by 2030. India is a signatory to the Stockholm Declaration.

Road Safety is an integral and indispensable component of every National Highways Project. Road Safety initiatives on National Highways commence with the inception of Detailed Project Report (DPR) as road safety audit of all National Highways projects has been made mandatory at all stages i.e. design, construction, operation &

maintenance through auditors/experts. As per available data, funds allocated to be spent for comprehensive road safety aspects varies from 2.21% to 15% of total cost of the development projects depending upon structures involved for construction of National Highways.

ANNEXURE REFERRED TO IN REPLY TO PART (a) and (b) OF LOK SABHA UNSTARRED QUESTION NO. 3159 ANSWERED ON 7TH AUGUST, 2025 ASKED BY SHRI P C MOHAN REGARDING ROAD SAFETY AUDIT ON NHs

State-wise details of Road Accidents for the Calendar Year 2020 to 2022

S. No.	States/UTs	2020	2021	2022
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 and Daman & Diu	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
Total (All India)		3,72,181	4,12,432	4,61,312

Note: \$ Includes data of Ladakh for the Year 2020.

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State-wise details of Road Accident Fatalities for the Calendar Year 2020 to 2022 -

S. No.	States/UTs	2020	2021	2022
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 and Daman & Diu	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
Total (all India)		1,38,383	1,53,972	1,68,491

Note: \$ Includes data of Ladakh for the Year 2020.

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State-wise details of Road Accident Injuries for the Calendar Year 2020 to 2022

S. No.	State	2020	2021	2022
1	Andhra Pradesh	19675	21040	21340
2	Arunachal Pradesh	185	347	186
3	Assam	5269	5763	5637
4	Bihar	7016	7946	7068
5	Chhattisgarh	10505	10683	11695
6	Goa	880	843	1091
7	Gujarat	12002	13690	15089
8	Haryana	7659	8121	8519
9	Himachal Pradesh	3223	3454	4063
10	Jharkhand	3295	3227	3747
11	Karnataka	39492	40754	48154
12	Kerala	30510	36775	49307
13	Madhya Pradesh	46456	48956	55168
14	Maharashtra	19914	23071	27239
15	Manipur	663	504	817
16	Meghalaya	220	263	310
17	Mizoram	68	65	107
18	Nagaland	286	380	291
19	Odisha	8822	9782	10302
20	Punjab	2904	3072	3324
21	Rajasthan	16769	19344	22293
22	Sikkim	218	244	354
23	Tamil Nadu	47618	55996	67703
24	Telangana	18661	20107	20209
25	Tripura	470	547	541
26	Uttarakhand	854	1091	1613
27	Uttar Pradesh	22410	24897	28541
28	West Bengal	9715	10454	12843
29	Andaman & Nicobar Islands	145	97	136
30	Chandigarh	148	172	203
31	Dadra & Nagar Haveli and Daman & Diu	119	171	273
32	Delhi	3662	4273	5201
33	Jammu & Kashmir \$	5894	6972	8372
34	Ladakh		242	346
35	Lakshadweep	1	6	2
36	Puducherry	1019	1099	1282
Total		3,46,747	3,84,448	4,43,366

Note: \$ Includes data of Ladakh for the Year 2020.

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA UNSTARRED QUESTION NO. 3159 ANSWERED ON 7TH AUGUST, 2025 ASKED BY SHRI P C MOHAN REGARDING ROAD SAFETY AUDIT ON NHs

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

(1) Education:

- i. 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. Recently revised scheme guidelines have been issued, incorporating enhanced financial assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.**
- ii. Administers Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.**
- iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.**
- iv. Prepared Concept Note and Road Map for involvement of volunteers under Sadak Suraksha Mitra for Road Safety related works.**

(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 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. 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.

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. Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme for Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore (on first come first serve basis).

iv. 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. Revised the scheme guidelines (named as Rah-Veer) 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. As per the scheme, the reward for Rah-Veer has been increased to Rs. 25,000/- from Rs. 5,000/-.

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 has notified the Cashless Treatment of Road Accident Victims Scheme, 2025 on 5th May, 2025. The detailed guidelines including process flow, stakeholder wise standard operating procedures and clearly delineated roles and responsibilities have also been notified on 4th June, 2025.
