

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

**LOK SABHA
UNSTARRED QUESTION NO. 4734
ANSWERED ON 21ST AUGUST, 2025**

NATIONAL POLICY TO REDUCE ACCIDENTS

4734. SHRI BABU SINGH KUSHWAHA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether nearly 1.68 lakh people died in road accidents across the country in 2022 implying that on an average more than 460 people die every day and out of these road accidents more than 70 percent accidents occurred due to causes like over-speeding, not wearing the helmet or seat belt, faulty road designs and non-compliance of the vehicle norms;**
- (b) if so, the details thereof during the last three years, State-wise;**
- (c) whether the Government is working on any extensive and concrete national policy to prevent this dreadful loss of people including initiatives like road safety, public awareness, vehicle quality control and better enforcement;**
- (d) if so, the current status of the policy and the manner in which the said policy is being implemented; and**
- (e) if not, whether the Government is contemplating to bring out any comprehensive scheme in future to prevent such untimely deaths?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) As per the data received from the States/UTs, road accidents are multi-causal 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. Based on the data received from States/ UTs, total number of road accident fatalities in the country on all categories of roads during calendar year 2022 is 1,68,491. Out of these, more than 80% fatalities are due to drivers' fault which includes over speeding, drunken driving/ consumption of alcohol & drug, driving on wrong side/Lane indiscipline, jumping red light and use of mobile phone.

Based on the data received from States/ UTs, the details of total number of road accident fatalities on all categories of roads in the country, State/UT-wise from calendar year 2020 to 2022 is annexed as per Annexure – I.

(c) to (e) The National Road Safety Policy emphasizes raising awareness, developing a comprehensive road safety information database, ensuring safer road infrastructure and vehicles, promoting responsible driving practices, protecting vulnerable road users, enforcing traffic laws, and strengthening emergency medical services. These initiatives are broadly covered under the 4Es: Education, Engineering (of both roads and vehicles), Enforcement, and Emergency Care.

Government has formulated a multi-pronged strategy to address the issue of road safety based on the 4Es. Accordingly, various initiatives have been taken for road safety in the country as detailed at Annexure-II.

ANNEXURE REFERRED TO IN REPLY TO PART (a) and (b) OF LOK SABHA UNSTARRED QUESTION NO. 4734 ANSWERED ON 21ST AUGUST, 2025 ASKED BY SHRI BABU SINGH KUSHWAHA REGARDING NATIONAL POLICY TO REDUCE ACCIDENTS

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.

ANNEXURE REFERRED TO IN REPLY TO PART (c) to (e) OF LOK SABHA UNSTARRED QUESTION NO. 4734 ANSWERED ON 21ST AUGUST, 2025 ASKED BY SHRI BABU SINGH KUSHWAHA REGARDING NATIONAL POLICY TO REDUCE ACCIDENTS

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 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 ATSSs. 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.
