

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

**LOK SABHA  
UNSTARRED QUESTION NO. 1059  
ANSWERED ON 5<sup>TH</sup> FEBRUARY, 2026**

**REGULATION OF PRIVATE BUS OPERATORS**

**1059. SHRI PUTTA MAHESH KUMAR:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) the total number of road accidents involving private bus operators reported during the last five years, State-wise and district-wise in Andhra Pradesh;**
- (b) the existing regulatory framework governing private bus travel services, including permit conditions, safety standards, driver qualifications and vehicle fitness norms;**
- (c) the steps taken by the Government to strengthen monitoring, surveillance and compliance of safety norms by private bus operators in the light of the increasing accidents;**
- (d) whether the Government proposes to introduce mandatory safety technologies such as GPS tracking, driver alert systems, speed governors, real-time monitoring or emergency response integration for private buses;**
- (e) if so, the details thereof, if not, the reasons therefor; and**
- (f) the number of penalties imposed, licences suspended and cases registered against private bus operators for non-compliance with safety regulations during the last five years, State-wise and district-wise in Andhra Pradesh?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

- (a) Government publishes report on “Road Accidents in India” based on data received from States/ UTs. The specific information on district-wise accidents involving private bus operators is not maintained centrally. However, the State/UT-wise number of accidents involving buses as impacting vehicle during the year 2020 to 2024 is available at Annexure.**

**(b) to (f) All transport vehicles, including private buses, are required to possess a valid Certificate of fitness issued under the Central Motor Vehicles Rules, 1989. Fitness testing is mandated to be carried out biennially in the first eight years and annually thereafter, in accordance with Rule 62 of the said Rules to ensure compliance with prescribed safety and emission standards.**

**The Government vide G.S.R. 905(E) dated 23rd September, 2016 notified that the testing and approval for body building of sleeper coaches shall be in accordance with AIS 119(Rev.1) 2016. This has been amended periodically to incorporate additional safety provisions since 2017.**

**Some of the features / requirements are detailed as under :**

**I. Two units of fire extinguishers (total capacity 10 kg), one near driver and one in passenger compartment.**

**II. As per standard, 4 exits (1 exit for emergency door, 2 exits for hatches and 1 exit for window or glass) have been provided for buses of 12 m length. Further, one additional hatch has to be provided for buses above 12m length.**

**III. Mandatory installation of fire detection and suppression system in engine compartment and other fire-prone areas.**

**IV. No separation between passenger and driver compartment for all type of buses.**

**The Government vide G.S.R 159 (E) dated 06.03.2024 has notified Level Playing Field between Original Equipment Manufacturers (OEM) and Non-OEM Bus Body Builders for buses with seating capacity exceeding 22 passengers excluding driver with effect from 1st Sept 2025.**

**Further, the Government has issued an advisory to all States/UTs for strict compliance of AIS:052 and AIS:119 at the time of registration and during fitness inspection as per Rule 62 of the Central Motor Vehicles Rules, 1989.**

**Also, All India Tourist Permit Rules, 2023 have been notified vide G.S.R. 302(E) dated 18th April, 2023 have been notified in supersession of the 2021 rules. This came into effect from 01.05.2023 to simplify the application procedure and to reduce compliance burden the provision of "Authorization" and All India Tourist Permit has been made**

**independent of each other. Further, more categories of tourist vehicles, with lesser permit fees for lesser capacity vehicles (less than ten) have been introduced to provide considerable financial relief to smaller tourist vehicle operators, having smaller vehicles with lower seating capacity.**

**As a part of the vehicle safety framework particularly as a measure to enhance the safety of women and children, the requirement for installation of Vehicle Location Tracking Devices (VLTDs) and emergency buttons in public service vehicles, including private buses, has been notified under the Central Motor Vehicles Rules, 1989, through Rule 125H. The said provision is related to fitment of AIS-140 compliant VLTDs, enabling GPS-based tracking, and integration with emergency response systems.**

**The implementation of the VLTD framework, including integration with State emergency response platforms and monitoring systems, is undertaken by the respective State/Union Territory Governments in accordance with the notified rules.**

**Further, the Government approved a scheme (on 15th January, 2020) for implementation of “Development, Customization, Deployment and Management of State-wise vehicle tracking platform for Safety & Enforcement as per AIS-140 Specifications in States / UTs under Nirbhaya Framework”. The proposed system envisages enhancing the safety of women and girl children by establishing Monitoring Centers across States/UTs, which shall track all the Public Service Vehicles (PSV) that are fitted with location tracking device and emergency buttons for raising an alert in case of emergency. The Monitoring Centre monitors the alerts and coordinate with State Emergency Response Support System (SERSS) for responding to distress calls.**

**The said scheme is limited to providing finance assistance for setting up of Monitoring Centre in each State/UT for the tracking of PSVs. Total 19 States/UTs have commissioned the Monitoring Centres so far .**

**ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA UNSTARRED QUESTION NO. 1059 ANSWERED ON 5TH FEBRUARY, 2026 ASKED BY SHRI PUTTA MAHESH KUMAR REGARDING REGULATION OF PRIVATE BUS OPERATORS.**

<b>Accidents involving buses as the impacting vehicle during the years 2020 to 2024.</b>						
<b>S. No.</b>	<b>State/UT</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
1	Andhra Pradesh	251	305	447	288	338
2	Arunachal Pradesh	9	18	14	23	14
3	Assam	268	314	343	290	190
4	Bihar	70	135	130	67	74
5	Chhattisgarh	110	68	136	152	107
6	Goa	66	47	174	79	64
7	Gujarat	244	248	295	267	237
8	Haryana	330	142	378	187	126
9	Himachal Pradesh	26	57	104	86	75
10	Jharkhand	165	113	92	95	72
11	Karnataka	854	686	1145	1069	1313
12	Kerala	1157	1391	2936	1796	1896
13	Madhya Pradesh	1088	1450	1375	1365	1088
14	Maharashtra	354	348	483	860	625
15	Manipur	2	2	3	2	0
16	Meghalaya	3	4	4	4	6
17	Mizoram	6	0	0	2	0
18	Nagaland	2	12	8	2	1
19	Odisha	262	335	371	379	451
20	Punjab	81	23	31	63	73
21	Rajasthan	593	648	625	526	440
22	Sikkim	0	0	12	25	0
23	Tamil Nadu	1285	767	1188	1215	1242
24	Telangana	316	345	385	434	524
25	Tripura	8	5	7	4	6
26	Uttarakhand	3	5	23	68	60
27	Uttar Pradesh	1935	1900	2124	2194	2367
28	West Bengal*	359	328	538	513	521
29	Andaman & Nicobar Islands	3	3	3	7	5
30	Chandigarh	0	2	5	0	1
31	Dadra & Nagar Haveli and Daman & Diu	0	1	3	3	3
32	Delhi	8	3	16	17	16
33	Jammu & Kashmir	348	412	357	398	364
34	Ladakh	NA	0	36	1	32
35	Lakshadweep	0	0	0	0	0
36	Puducherry	5	9	23	21	3
<b>Total</b>		<b>10211</b>	<b>10126</b>	<b>13814</b>	<b>12502</b>	<b>12334</b>

**Note: 1. Data have been reconciled for West Bengal and Tamil Nadu for the calendar year 2020**

**2. \* Figures of West Bengal for the Year 2024 is re-casted based on the pattern of the data furnished by the State Police Department for the year 2023 and the aggregate eDAR data of the state for the year 2024.**

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