

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

**LOK SABHA  
UNSTARRED QUESTION NO. 3388  
ANSWERED ON 12<sup>TH</sup> MARCH, 2026**

**ROAD ACCIDENTS**

**3388. SHRI TANGELLA UDAY SRINIVAS:**

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

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) the number of fatal and non-fatal road accidents reported during the last five years, year-wise, State-wise, and district-wise, including Kakinada district;**
- (b) the primary causes of road accidents, including data on accidents due to potholes, speeding, head-on collisions and other factors, State-wise;**
- (c) the funds allocated, released and utilised for road safety initiatives during the last five years, year-wise;**
- (d) whether the Government is supporting Research and Development (R&D) in technologies or equipment for on-the-spot repair of road hazards such as potholes and if so, the details of funds allocated and progress made thereof;**
- (e) the steps taken to enhance road safety infrastructure and reduce accident risks in high-risk districts such as Kakinada; and**
- (f) whether there are any plans to strengthen public awareness, capacity building and monitoring mechanisms for road safety measures, if so, the details thereof?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) and (b) Government publishes report on “Road Accidents in India” based on data received from States/ UTs. As per the report, State / UT - wise number of fatal and non-fatal road accidents on all categories of roads in the country, including Andhra Pradesh, during the year 2020 to 2024 is attached as Annexure - I.**

**As per the report, 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.**

**(c) There is no specific Road Safety Fund at the Central level. Road Safety funds are established at the level of States/UTs. However, Road Safety is an integral and indispensable component of every National Highway 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, expenditure on 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.**

**Besides, the Government also implements the scheme for creation of awareness & publicity among road users and provides financial support to Transport Departments of States/UTs for setting up of Model Driving Training Institutes/Centres, setting up of Model Inspection & Certification Centres, improving and Strengthening of Public Transport System etc. The details of funds released for these initiatives during the last five Financial Years are placed at Annexure - II.**

**(d) Pothole repairs are carried out in accordance with Indian Roads Congress guidelines such as special report on 'State of Art: Mobile Routine Maintenance Facility for Flexible Pavement'.**

**(e) and (f) 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-III.**

**ANNEXURE REFERRED TO IN REPLY TO PART (a) and (b) OF LOK SABHA UNSTARRED QUESTION NO. 3388 ANSWERED ON 12TH MARCH, 2026 ASKED BY SHRI TANGELLA UDAY SRINIVAS REGARDING ROAD ACCIDENTS.**

Sl. No	States/UTs	2020		2021		2022		2023		2024	
		Fatal	Non-Fatal								
1	Andhra Pradesh	6531	12978	7585	13971	7688	13561	7516	12433	7722	11835
2	Arunachal Pradesh	61	73	150	133	123	104	124	163	138	139
3	Assam	2483	4112	2893	4518	2837	4186	3101	4320	3176	4672
4	Bihar	6197	2442	7061	2492	8242	2559	8286	2728	8504	3106
5	Chhattisgarh	4234	7422	4982	7393	5446	7833	5743	7725	6463	8394
6	Goa	213	2162	218	2631	253	2758	272	2574	271	2411
7	Gujarat	5622	7776	6825	8361	6999	8752	7225	9124	7088	8500
8	Haryana	4181	5250	4403	5530	4593	5836	4652	5811	4389	5417
9	Himachal Pradesh	734	1505	871	1533	864	1733	727	1526	741	1415
10	Jharkhand	2775	1630	3221	1507	3570	1605	3799	1516	3773	1423
11	Karnataka	9084	25094	9458	25189	10854	28908	11603	31837	11616	31446
12	Kerala	2823	25054	3262	30034	4104	39806	3884	44207	3702	45132
13	Madhya Pradesh	9874	35392	10806	38071	12183	42249	12745	42582	13661	43008
14	Maharashtra	10773	14198	12554	16923	14058	19325	14119	21124	14565	21553
15	Manipur	112	320	99	267	109	399	71	327	68	231
16	Meghalaya	130	84	150	95	147	99	151	72	179	90
17	Mizoram	41	12	48	21	94	39	80	26	101	17
18	Nagaland	46	454	56	690	67	422	75	228	56	73
19	Odisha	4391	5426	4756	6227	5140	6523	5395	6597	5779	6596
20	Punjab	3646	1557	4250	1621	4418	1720	4516	1753	4445	1618
21	Rajasthan	8363	10751	9055	11896	10061	13553	10657	14037	10775	14063
22	Sikkim	34	104	40	115	58	153	56	126	63	86

23	Tamil Nadu	13868	35976	14747	40935	17080	47025	17526	49687	17640	49886
24	Telangana	6429	12743	7080	14235	7057	14562	7186	15717	7495	18491
25	Tripura	179	287	181	298	232	343	242	335	213	365
26	Uttarakhand	592	449	742	663	851	823	925	766	929	818
27	Uttar Pradesh	17075	17168	19026	18703	20524	21222	21653	22881	22013	24039
28	West Bengal*	4774	6089	5405	6532	5626	8060	5664	8131	6172	7530
29	Andaman & Nicobar Islands	12	129	19	96	19	122	23	120	26	109
30	Chandigarh	50	109	94	114	79	158	64	118	72	97
31	Dadra & Nagar Haveli and Daman & Diu	61	39	71	69	88	108	73	109	88	64
32	Delhi	1163	3015	1206	3514	1428	4224	1432	4402	1504	4153
33	Jammu & Kashmir	623	4237	642	4810	654	5438	730	5568	676	5132
34	Ladakh		0	48	188	60	314	49	240	59	205
35	Lakshadweep	0	1	1	3	0	3	0	1	0	0
36	Puducherry	133	836	158	891	175	1006	145	1163	216	1215
<b>Total</b>		<b>12730</b>	<b>24487</b>	<b>14216</b>	<b>27026</b>	<b>15578</b>	<b>30553</b>	<b>16050</b>	<b>32007</b>	<b>16437</b>	<b>32332</b>
		<b>7</b>	<b>4</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>9</b>

**Note \*figures of West Bengal for the year 2024 are re-casted based on the pattern of the data furnished by the State Police Department for the year 2023 and the aggregate e-DAR data of the State for the year 2024**

**ANNEXURE REFERRED TO IN REPLY TO PART (c) OF LOK SABHA UNSTARRED QUESTION NO. 3388 ANSWERED ON 12TH MARCH, 2026 ASKED BY SHRI TANGELLA UDAY SRINIVAS REGARDING ROAD ACCIDENTS.**

**Details of funds released by the Ministry of Road Transport & Highways for various road safety initiatives/schemes during the last five FYs**

(Rs. In Crores)											
Sl. No.	Activity/ Programme	BE FY 2020-21	Expenditure in FY 2020-21	BE FY 2021-22	Expenditure in FY 2021-22	BE FY 2022-23	Expenditure in FY 2022-23	BE FY 2023-24	Expenditure in FY 2023-24	BE FY 2024-25	Expenditure in FY 2024-25
1	Road Safety publicity measures and awareness campaigns, National Highway Accident Relief Service Scheme (NHARSS), refresher Training of Drivers in Unorganised Sector and Human Resource Development, etc.	171.00	65.94	109.00	41.48	189.50	68.67	138.10	85.04	103.50	99.20
2	Inspection and Certification Centres (Revenue)	29.00	16.20	29.00	14.15	33.00	14.60	24.00	17.77	19.50	10.65
3	Improving and Strengthening of Public Transport System	89.00	30.60	103.00	10.80	15.00*	30.33	50.00	38.00	38.00	16.04

**\* Rs. 40.00 crore at RE Stage**

**ANNEXURE REFERRED TO IN REPLY TO PART (e) and (f) OF LOK SABHA UNSTARRED QUESTION NO. 3388 ANSWERED ON 12TH MARCH, 2026 ASKED BY SHRI TANGELLA UDAY SRINIVAS REGARDING ROAD 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.**

**(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:**

- a. Seat Belt Reminder (SBR) for driver and co-driver.**
- b. Manual Override for central locking system**
- c. Over speed warning system.**

**For all M and N category vehicles:**

- a. 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.

xiii. Published rules for Active safety features in Medium and Heavy Duty vehicles, which provide for Braking System including Anti-lock Braking, Endurance Braking System for M2, M3, N1, N2, N3 and Quadricycle (effective for new models from 1st January, 2027 and for existing models from 1st October, 2027), and Advanced Driver Assistance Systems (ADAS) including Vehicle Stability Function (VSF), Lane Departure Warning System (LDWS), Driver Drowsiness and Attention Warning Systems, Blind Spot Information Systems and Moving off Information Systems for M2, M3, N2 and N3 categories of vehicles (effective for new models from 1st October, 2027 and for existing models from 1st January, 2028).

**(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.**

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