

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

**LOK SABHA
UNSTARRED QUESTION NO. 1939
ANSWERED ON 30TH JULY, 2026**

ROAD ACCIDENTS, FATALITIES AND ROAD SAFETY

1939. SHRI SHYAMKUMAR DAULAT BARVE:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details of road accidents, fatalities and injuries reported in the country during the last five years and the current year, including deaths and injuries caused to pedestrians, year-wise and State/UT-wise;**
- (b) the category-wise details of accidents attributed to over-speeding, drunk driving, distracted driving, poor road engineering, potholes, inadequate signages and other causes;**
- (c) the details of accident-prone black spots identified on National Highways and other major roads, along with the number rectified and pending rectification, State-wise;**
- (d) whether the Government has conducted any assessment regarding compliance with road safety standards, crash barriers, pedestrian facilities, road markings and traffic-calming measures on National Highways and major road corridors, if so, the details thereof; and**
- (e) whether the Government has proposed or taken any measures to strengthen road safety enforcement, improve road engineering, enhance emergency trauma care and reduce road accident fatalities across the country, if so, the details thereof?**

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. Based on the data available with the Government, the State-wise details of total number of road accidents and fatalities on all categories of roads in the country, during the year 2021 to 2025 and 2026 (upto 27.07.2026) is at Annexure-I. The details of fatalities and injuries caused to pedestrians during 2021 to 2025 and 2026 (upto 27.07.2026) is at Annexure-II.

(b) As per the data, 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.

The details of road accidents classified according to major causes (Traffic rule violations) including over-speeding, drunk driving and other causes is given below as Table 1 and the no. of accident attributed to potholes during 2021 to 2025 and 2026 is given as Table 2.

Table 1:

Road Accidents classified according to Traffic Rule Violations in India						
Category	2021	2022	2023	2024	2025*	2026*
Over-speeding	2,95,522	3,33,323	328727	345024	82,124	46,075
Drunken driving/consumption of alcohol & drug	9,150	10,080	9143	8270	2,589	1,443
Driving on wrong side/Lane indiscipline	21,491	22,586	25242	22530	4,089	2,397
Jumping red light	2,203	4,021	2440	1559	276	193
Use of mobile phone	6,530	7,558	7122	4935	136	84
Others	77,536	83,744	107909	105389	4,28,075	2,33,552
All India	4,12,432	4,61,312	4,80,583	487707	5,19,314	2,85,770

*Data for year 2025 and 2026 (upto 27.07.2026) are as per e-DAR.

Table 2 :

No. of road accidents attributed to
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Year	Potholes	Distraction to Driver	Accident due to Road condition
2022	289	47,049	22,647
2023	294	1,23,322	39,388
2024	229	1,46,025	37,865
2025	294	2,03,897	46,898
2026- up to 27.07.2026	100	1,51,526	29,628
Note: 1 The given data sets (<i>Distraction to Driver, Accident due to Road condition</i>) are entered by State police officials on e-DAR portal.			
Note: 2 The given <i>Potholes</i> data sets are entered by State Highways officials on e-DAR portal.			

(c) and (d) Certain segments on National Highways (NHs) have been identified as black corridors which are continuous stretches qualifying the criteria of black spots i.e. locations with occurrence of certain number of accidents involving fatalities and grievous injuries. These black corridors have been identified on real-time basis through AI based tools developed by Indian Institute of Technology (IIT), Kanpur. Based on the available accident data from Electronic Detailed Accident Report (e-DAR) for the period 2023–2025, 6,358 Black corridors have been identified.

All National Highway (NH) works are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as specifications for Road and Bridge Works. Necessary road safety measures are taken during design, construction, operation and maintenance stages. Guidelines have been issued for regular safety audit of all NHs at design, construction, pre-opening stage of NH projects as well as on existing NHs for ensuring road safety.

Short-term measures for immediate rectification of black corridors include road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, highway lighting etc. Long-term measures for rectification of black corridors like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken as permanent rectification measures as per site requirement. Long term rectification works involve pre-construction activities such as land acquisition, forest clearance & utility shifting which takes significant time.

(e) 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) OF LOK SABHA UNSTARRED QUESTION NO. 1939 ANSWERED ON 30TH JULY, 2026 ASKED BY SHRI SHYAMKUMAR DAULAT BARVE REGARDING ROAD ACCIDENTS, FATALITIES AND ROAD SAFETY.

State-wise number of Road Accidents, Fatalities and Injuries in India

S. No.	States/UTs	2021			2022			2023			2024			2025			2026		
		Accidents	Fatalities	Persons Injured	Accidents	Fatalities	Persons Injured	Accidents	Fatalities	Persons Injured	Accidents	Fatalities	Persons Injured	Accidents	Fatalities	Persons Injured	Accidents	Fatalities	Persons Injured
1	Andhra Pradesh	21,556	8,186	21,040	21,249	8,293	21,340	19,949	8,137	20,409	19,557	8,346	19,894	18,411	8,326	19,275	9,910	4,510	10,793
2	Arunachal Pradesh	283	157	347	227	148	186	287	145	257	277	168	204	104	85	113	58	35	64
3	Assam	7,411	3,036	5,763	7,023	2,994	5,637	7,421	3,296	5,917	7,848	3,351	7,129	1,602	390	2,019	975	219	1,241
4	Bihar	9,553	7,660	7,946	10,801	8,898	7,068	11,014	8,873	6,539	11,610	9,347	7,090	1,268	103	682	744	624	4,401
5	Chhattisgarh	12,375	5,371	10,683	13,279	5,834	11,695	13,468	6,166	11,723	14,857	6,945	12,484	13,598	6,491	13,121	6,110	2,833	6,692
6	Goa	2,849	226	843	3,011	271	1,091	2,846	290	1,178	2,682	286	1,041	2,375	273	2,034	1,479	1,149	1,327
7	Gujarat	15,186	7,452	13,690	15,751	7,618	15,089	16,349	7,854	15,383	15,588	7,747	14,940	18,292	840	1,881	1,613	4,763	1,983
8	Haryana	9,933	4,706	8,121	10,429	4,915	8,519	10,463	4,968	8,346	9,806	4,689	7,914	15,139	5,168	16,640	6,338	3,022	6,543
9	Himachal Pradesh	2,404	1,052	3,454	2,597	1,032	4,063	2,253	889	3,304	2,156	869	3,226	1,929	802	3,019	1,416	5,565	2,274
10	Jharkhand	4,728	3,513	3,227	5,175	3,898	3,747	5,315	4,173	3,585	5,196	4,114	3,266	5,969	4,821	3,975	3,210	2,581	2,405
11	Karnataka	34,647	10,038	40,754	39,762	11,702	48,154	43,440	12,321	52,547	43,062	12,190	52,591	43,127	12,565	24,929	6,935	6,935	3,266
12	Kerala	33,296	3,429	36,775	43,910	4,317	49,307	48,091	4,080	54,320	48,834	3,880	54,796	52,632	3,933	63,591	2,941	2,361	3,618
13	Madhya Pradesh	48,877	12,057	48,956	54,432	13,427	55,168	55,327	13,798	55,769	56,669	14,791	58,202	52,131	14,415	63,115	3,494	809	4,607
14	Maharashtra	29,477	13,528	23,071	33,383	15,224	27,239	35,243	15,366	29,764	36,118	15,715	30,535	33,869	16,595	37,705	1,925	9,279	2,164
15	Manipur	366	110	504	508	127	817	398	73	634	299	72	462	345	103	501	205	57	304
16	Meghalaya	245	187	263	246	162	310	223	168	259	269	197	228	223	149	321	140	53	274
17	Mizoram	69	56	65	133	113	107	106	96	116	118	110	129	71	51	43	40	39	40
18	Nagaland	746	55	380	489	73	291	303	86	257	129	62	178	88	29	114	77	26	91
19	Odisha	10,983	5,081	9,782	11,663	5,467	10,302	11,992	5,739	10,369	12,375	6,142	10,770	10,713	6,358	10,716	6,188	3,362	6,467
20	Punjab	5,871	4,589	3,072	6,138	4,756	3,324	6,269	4,829	3,206	6,063	4,759	3,333	4,254	3,062	3,201	1,935	1,139	1,485
21	Rajasthan	20,951	10,043	19,344	23,614	11,104	22,293	24,694	11,762	23,041	24,838	11,790	22,927	33,590	12,493	28,105	1,452	6,893	1,529
22	Sikkim	155	56	244	211	92	354	182	57	362	149	67	264	141	72	222	72	30	96
23	Tamil Nadu	55,682	15,384	55,996	64,105	17,884	67,770	67,213	18,347	72,229	67,526	18,449	71,149	71,195	18,511	87,569	3,966	1,102	4,930

24	Telangana	21,315	7,557	20,107	21,619	7,559	20209	22,903	7,660	21022	25986	7949	23658	26684	7565	26019	16179	4452	16043
25	Tripura	479	194	547	575	241	541	577	261	609	578	226	622	477	224	583	517	117	819
26	Uttarakhand	1,405	820	1091	1,674	1,042	1613	1,691	1,054	1488	1747	1090	1547	1931	1288	2123	1238	759	1302
27	Uttar Pradesh	37,729	21,227	24,897	41,746	22,595	28541	44,534	23,652	31098	46052	24118	34665	49675	27547	41558	26718	14794	26118
28	West Bengal*	11,937	5,800	10,454	13,686	6,002	12843	13,795	6,027	12615	13702	6676	12518	13804	6669	13985	6663	3361	6181
29	Andaman & Nicobar Islands	115	20	97	141	19	136	143	24	154	135	29	139	181	25	295	119	18	249
30	Chandigarh	208	96	172	237	83	203	182	67	171	169	75	133	377	77	489	242	28	313
31	Dadra & Nagar Haveli and Daman and Diu	140	76	171	196	90	273	182	74	233	152	95	136	149	103	196	76	58	87
32	Delhi	4,720	1,239	4,273	5,652	1,461	5201	5,834	1,457	5470	5657	1551	5224	5994	1463	6517	6875	810	4508
33	J & K	5,452	774	6972	6,092	805	8372	6,298	893	8469	5808	831	7820	5318	984	7594	3269	603	4775
34	Ladakh	236	56	242	374	62	346	289	59	340	264	61	323	287	71	503	235	39	368
35	Lakshadweep	4	1	6	3	2	2	1	0	1	0	0	0	3	0	4	0		0
36	Puducherry	1,049	140	1099	1,181	181	1282	1,308	149	1578	1431	218	1560	1689	241	2118	1041	114	1284
Total (All India)		412432	153972	384448	461312	168491	443366	480583	172890	462825	487707	177175	471441	513474	183434	557713	296447	101139	338725

1. *Data of West Bengal for the Year 2024 is the eDAR Data as on 05.01.2026.

2. Data for the year 2025 and 2026 upto 27.07.2026 is as per eDAR.

ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA UNSTARRED QUESTION NO. 1939 ANSWERED ON 30TH JULY, 2026 ASKED BY SHRI SHYAMKUMAR DAULAT BARVE REGARDING ROAD ACCIDENTS, FATALITIES AND ROAD SAFETY.

State-wise Pedestrian fatalities and injuries

S.no	States/Uts	Fatalities						Persons Injured					
		2021	2022	2023	2024	2025	2026	2021	2022	2023	2024	2025	2026
1	Andhra Pradesh	1346	1604	1645	1739	1857	986	2355	2689	2541	2541	2422	1192
2	Arunachal Pradesh	2	7	1	1	13	4	6	14	2	1	14	3
3	Assam	713	506	793	877	1359	739	952	844	984	1151	3238	1768
4	Bihar	2798	3345	3462	4149	4582	2423	1944	1797	1658	1572	1549	858
5	Chhattisgarh	701	741	942	1018	1016	388	1126	1197	1263	1311	1595	672
6	Goa	36	51	44	42	58	23	43	83	97	80	184	122
7	Gujarat	1473	1568	1757	1747	2100	1077	1464	1717	1843	1755	2570	2223
8	Haryana	1233	1231	1386	866	1490	808	1835	1780	2275	1221	2655	1010
9	Himachal Pradesh	164	199	122	185	141	82	484	536	318	521	403	254
10	Jharkhand	496	479	718	702	1550	767	315	287	369	324	622	321
11	Karnataka	1680	2105	2418	2321	2528	1390	4548	5726	6660	6444	7792	4201
12	Kerala	818	1158	1147	1058	1118	653	5913	9177	9948	10380	11433	6090
13	Madhya Pradesh	1715	1672	1793	1928	3115	1489	6043	6179	6962	6305	10438	6466
14	Maharashtra	2677	2894	3110	3344	3621	2002	3867	4338	5085	5452	5413	3040
15	Manipur	19	32	17	20	22	11	60	74	96	47	58	40
16	Meghalaya	54	42	56	58	48	10	33	18	39	30	35	24
17	Mizoram	6	9	17	20	9	2	6	3	4	8	5	7
18	Nagaland	12	10	19	9	7	5	9	3	7	15	13	19
19	Odisha	602	800	848	735	1403	695	767	1115	1034	871	1333	713
20	Punjab	461	608	716	746	591	242	182	243	266	271	303	137
21	Rajasthan	1291	1745	1878	2042	2847	1513	1887	2454	2706	3014	4213	2225
22	Sikkim	4	9	12	7	12	2	17	19	26	37	25	8
23	Tamil Nadu	3647	4427	4577	4712	4472	2328	9655	11637	12772	12533	13530	7240
24	Telangana	1310	1458	1554	1586	1629	833	2699	2937	3209	3767	3872	2396
25	Tripura	60	81	75	75	88	55	94	116	116	127	100	129
26	Uttarakhand	193	290	223	303	9238	4430	231	390	270	297	10299	5480
27	Uttar Pradesh	1985	1959	2075	2131	241	148	2144	2399	2551	2863	292	180
28	West Bengal*	2911	2938	2926	3241	2884	1341	3261	3906	4072	3817	3684	1560
29	Andaman & Nicobar Islands	9	3	10	8	6	3	18	28	39	19	40	27
30	Chandigarh	24	23	28	28	24	7	19	31	36	26	75	65
31	Dadra & Nagar Haveli and Daman & Diu	29	21	29	24	NA	NA	22	30	32	12	NA	NA
32	Delhi	504	629	622	584	29	16	1536	1777	1941	1777	25	11
33	Jammu & Kashmir	101	131	158	144	477	226	754	1108	1264	1245	1715	1005
34	Ladakh	1	4	1	4	305	174	0	4	10	3	1392	881
35	Lakshadweep	0	0	0	0	4	6	0	0	0	0	43	27
36	Puducherry	49	46	42	72	77	29	178	208	252	263	327	219
Total		29124	32825	35221	36526	48039	24446	54467	64864	70747	70100	88090	48378

Note:1. 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

2. NA: Not available

3. Data for 2025 and 2026 is taken from eDAR as on 27.07.2026.

ANNEXURE REFERRED TO IN REPLY TO PART (e) OF LOK SABHA UNSTARRED QUESTION NO. 1939 ANSWERED ON 30TH JULY, 2026 ASKED BY SHRI SHYAMKUMAR DAULAT BARVE REGARDING ROAD ACCIDENTS, FATALITIES AND ROAD SAFETY.

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 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.**
- 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).**
- xiv. Published rule for Acoustic Vehicle Alerting System (AVAS) meeting AIS-173 audibility standards has been mandated for electric vehicles. The requirement applies to new vehicle models manufactured on or after 1st October 2026 and existing vehicle models manufactured on or after 1st October 2027. Since electric vehicles operate almost silently at low speeds, AVAS generates an audible warning sound to alert pedestrians, cyclists, and especially visually impaired persons of an approaching vehicle, thereby enhancing road safety.**

(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. The Central Government, vide Notification dated 20.01.2026, has amended Rules 167 and 167A of the Central Motor Vehicles Rules, 1989 to establish a transparent, technology-driven and time-bound e-Challan framework for issuance, payment and redressal of traffic challans. The amendments also provide for online challenge of challans, automated notifications and stronger enforcement measures to improve compliance and road safety.**
- iv. Government has notified the National Road Safety Board Rules, 2025 and in accordance with the provisions of the said Rules, the National Road Safety Board has been constituted and notified vide S.O. 3505(E) dated 29.06.2026.**
- v. The Central Government has formulated the Guidelines on Constitution and Utilization of the State Road Safety Fund (SRSF) and Funding to District Road Safety Committees (DRSCs) 2025 to ensure sustained financing and accountable implementation of road safety measures through the establishment of a non-lapsable State Road Safety Fund and by empowering District Road Safety Committees to undertake targeted road safety interventions at the grassroots level.**
- vi. 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.**
- vii. The Government has issued guidelines under the 'Programme for Accelerated Renewal and Incentivization of Vehicle Assets for Reducing Transport Air Pollution and Network Emissions (PARIVARTAN Scheme)' on 14.07.2026 to accelerate the replacement of old, polluting vehicles with cleaner and safer**

alternatives. The scheme promotes vehicle scrapping and adoption of environmentally friendly vehicles, contributing to improved road safety, reduced emissions, and sustainable mobility.

(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 has notified the 'Prime Minister – Road Accident Victims' Hospitalisation and Assured Treatment (PM-Rahat) Scheme' (Cashless Treatment of Road Accident Victims Scheme, 2025) on 5th May 2025. Subsequently, detailed operational guidelines, including the process flow, stakeholder-wise Standard Operating Procedures (SOPs), and clearly defined roles and responsibilities, were notified on 4th June 2025 to facilitate its effective implementation.**
