

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

**LOK SABHA
UNSTARRED QUESTION NO. 3089
ANSWERED ON 06TH AUGUST, 2026**

COMPLIANCE WITH TRAFFIC RULES BY VEHICLES

3089. DR. SAMBIT PATRA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Ministry has developed any monitoring mechanism in coordination with the State Governments for compliance with statutory traffic rules by vehicles registered on the Vahan portal, if so, the details thereof;**
- (b) whether the Government has conducted any study regarding the compliance with statutory traffic rules by vehicles registered on the Vahan portal;**
- (c) if so, whether the Government has taken cognizance of the fact that some of the vehicles registered on the Vahan portal does not meet the compliance standards of statutory rules;**
- (d) if so, the number of such vehicles, State and Union Territory-wise; and**
- (e) the steps being taken by the Government to ensure compliance with statutory rules by registered vehicles in the country?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (e). The Central Government has enacted the Motor Vehicles Act, 1988 under Entry 35 of the Concurrent List (List III) of the Seventh Schedule to the Constitution of India. In exercise of the powers conferred under the Act, the Central Government has also framed the Central Motor Vehicles Rules, 1989 (CMVR). Accordingly, the role of the Ministry of Road Transport and Highways is primarily confined to the formulation of the statutory framework under the Motor Vehicles Act, 1988 and the rules framed thereunder, while the implementation and enforcement of the provisions of the Act and the Rules are undertaken by the respective State Governments and Union Territory Administrations.

In furtherance of its statutory mandate, various technology-enabled platforms have been developed and implemented to facilitate uniform implementation of the provisions of the Motor Vehicles Act, 1988 across the country. The National Register of Motor Vehicles under Section 62B of the Motor Vehicles Act, 1988 and the National Register of Driving Licences under Section 25A of the Act are maintained through the VAHAN and SARATHI platforms, respectively. These platforms provide a common digital infrastructure to the States and Union Territories for registration of motor vehicles, issuance of driving licences, associated services and maintenance of related statutory records. The aforesaid portals are being customised by the respective State Governments and Union Territory Administrations to cater to their specific operational and administrative requirements.

Further, Chapter XIII of the Motor Vehicles Act, 1988 pertains to offences, penalties and procedures prescribing offences including offence relating to non-compliance of traffic rules.

Moreover, Section 136A of the Motor Vehicles Act, 1988 provides for electronic monitoring and enforcement of road safety on National Highways, State Highways, roads and urban areas having such

population as may be prescribed by the Central Government. In furtherance of the same, Rule 167A of the CMVR pertaining to Electronic Monitoring and Enforcement of Road Safety has been formulated. Additionally, Standing Operating Procedure (SOP) dated 28.10.2025 has been circulated to States/UTs for Electronic Monitoring & Enforcement of Road Safety.

Further, Rule 167, prescribes a comprehensive uniform procedure for issuance, contesting and payment of electronic challans issued to a person acting in violation of provisions of the Act. The said Rule mandates that every challan issued shall be uploaded on the designated portal (e-Challan portal) and shall be served upon the registered owner or driving licence holder or such other person as may be liable. Rule 167 also provides that where a person fails to comply with the prescribed timelines for payment or contesting of the challan, transport related services excluding payment of tax, shall be withheld, until the outstanding challan is disposed of in accordance with the provisions of the Rules. The implementation of the aforesaid procedure, including adjudication of challans is undertaken by the respective States/UTs through their designated authorities.

In addition to the above, Section 53 of the Motor Vehicles Act, 1988 empowers the registering authority to suspend the Certificate of Registration of a vehicle if such vehicle fails to comply with the requirements of the Act or the rules made thereunder. Where such suspension of the Certificate of Registration continues without interruption for a period of not less than six months, the registering authority is further empowered to cancel the registration under Section 54 of the Act.

As on 24.07.2026, the number of Active compliant and non-compliant vehicles in accordance with the Vehicle Classification Framework (Annexure-I) issued on 05.03.2026 (with effect from 01.04.2026), State/UT wise is attached at Annexure-II.

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) to (e) OF LOK SABHA UNSTARRED QUESTION NO. 3089 FOR ANSWER ON 06TH AUGUST, 2026 ASKED BY DR. SAMBIT PATRA REGARDING COMPLIANCE WITH TRAFFIC RULES BY VEHICLES

Annexure-I: Vehicle Classification Framework

Vehicle Classification in VAHAN Database

Issued by: Ministry of Road Transport & Highways

Subject: Vehicle Classification in VAHAN Database

1. Introduction:

The Ministry of Road Transport and Highways (MoRTH) maintains critical data related to Vehicle Registration Certificates (RCs) through the VAHAN system. VAHAN functions as a centralized repository of vehicle registration data across the country, currently encompassing records of over Forty crore registered vehicles. In addition to RC data, VAHAN integrates information from several related systems, including Pollution under Control Certificates (PUCC), e-Challan, Insurance, and Vehicle Location Tracking System (VLTS) etc., thereby playing a pivotal role in enabling various transport-related services and regulatory functions.

This unified data infrastructure is maintained under the statutory mandate of Section 62B & 63 of the Motor Vehicles Act, 1988 (MV Act). Ensuring the accurate classification and management of vehicle status—such as active or archived—is essential for preserving data integrity. A reliable and well-maintained vehicle database supports effective policy implementation, strengthens road safety enforcement, and enables evidence-based decision-

making across government agencies, law enforcement bodies, and other stakeholders.

2. Challenges in Vehicle Status Classification:

The VAHAN database currently faces significant challenges in accurately classifying the status of vehicles. Many vehicles have exceeded their fitness validity by over two years without renewal, yet many remain incorrectly classified as active. This inflates the count of operational vehicles and distorts the real picture of vehicles legally plying on roads. Additionally, the absence of uniform definitions and classification criteria across States and Union Territories leads to inconsistent data. These inaccuracies hinder enforcement efforts, compromise compliance monitoring, and affect critical areas such as resource allocation, infrastructure development, and transport policy formulation. To support effective governance, it is essential to address these issues and enable reliable, data-driven policymaking.

Key Impacts Include:

- Misleading national-level vehicle status data**
- Undermined enforcement and compliance monitoring**
- Distorted transport planning and resource allocation**
- Unrealistic targets for compliance and monitoring**
- Challenges to developing effective, evidence-based policies**

3. Objectives of Vehicle Classification:

The mechanism for classification of vehicles in VAHAN database aims to:

- 1. Establish clear and uniform criteria for classifying vehicles as active or temporary archived or permanent archived based on key parameters such as registration validity, fitness certification status, PUC Status (if applicable), Insurance Status and existing database status flags. This will ensure standardization and consistency across the entire VAHAN system.**

- 2. Ensure consistency and accuracy in vehicle status data reflected across all dashboards, reports, and official records, providing reliable information for transport planning and decision-making.**
- 3. Enable focused and efficient monitoring by clearly flagging archived vehicles, thereby supporting better management of active vehicle records.**
- 4. Facilitate the reactivation process for archived vehicles by defining conditions based on the duration and reasons for inactivity, primarily linked to registration, fitness, insurance and PUC status updates.**
- 5. Provide mechanisms to regularly update and maintain accurate vehicle status data to preserve data integrity and reliability.**
- 6. Support robust governance, infrastructure planning, and evidence-based national transport policy decisions through a dependable and up-to-date vehicle database.**
- 7. Drive towards 100% compliance activation nationwide by improving the accuracy and completeness of vehicle data, ultimately enhancing transport management and policy outcomes.**

4. Existing Regulatory Framework:

Vehicle Registration:

Under Section 41(7) of the MV Act, the certificate of registration for motor vehicles remains valid for a period of fifteen years from the date of issue for vehicles other than transport vehicles. After this period, the registration may be renewed for five years at a time, subject to the vehicle's compliance with prescribed conditions. In the case of transport vehicles, registration validity is linked to the certificate of fitness, and renewal must follow the conditions specified by the Central Government under Section 41(8) of the MV Act.

Driving or permitting the use of a vehicle without valid registration is prohibited under Section 39, and as per Section 192 of the MV Act, such an act constitutes an offence punishable under the law.

Vehicle Fitness:

As per Section 56 of the MV Act, every transport vehicle must possess a valid Certificate of Fitness to be considered roadworthy and eligible for registration or renewal. The certificate, issued by a prescribed authority or an authorized testing station, certifies that the vehicle complies with all safety and mechanical standards specified under the Act.

Additionally, a motor vehicle other than a transport vehicle shall not be deemed to be validly registered for the purposes of section 39, after the expiry of the period of validity entered in the certificate of registration and no such vehicle shall be used in any public place until its certificate of registration is renewed under sub-rule (2) of Rule 52. Whereas, in case of transport vehicles, the validity of certificate of registration shall be co-terminus with the validity of certificate of fitness.

Section 192 of the Act provides that use of a motor vehicle in contravention of the provisions of section 56 shall be deemed to be a contravention of the provisions of section 39 (necessity of registration) and shall be punishable in the same manner as provided in sub-section (1) of Section 192.

PUCC (Pollution under Control Certificate):

As per Section 110 of the MV Act the Central Government has the power to make rules governing the construction, equipment, and maintenance of motor vehicles, including those related to the control of air and noise pollution. This includes prescribing standards for the emission of smoke, vapor, and other pollutants, forming the legal basis for Rule 115 of the Central Motor Vehicles Rules (CMVR), which specifies the permissible emission limits for different categories of vehicles and mandates periodic testing for compliance.

Rule 116(2) of Central Motor Vehicle Rules, 1989 ("CMVR") mandates that if the driver or person in charge fails to submit the vehicle for emission compliance testing or if the vehicle fails to comply with sub-rule (2) of rule 115 within seven (07) days,

the owner is liable for the penalty prescribed under sub-section (2) of section 190 of the Act, with the consequence that the registering authority shall suspend the vehicle's certificate of registration and any granted permit until a valid "Pollution under Control" certificate is generated.

Further, under Section 190(2) of MV Act, penalties are attracted for violations relating to air and noise pollution, ensuring enforcement of emission norms and maintaining environmental safety standards.

Third Party Insurance:

As per Section 146 of the MV Act no person shall use, or permit the use of, a motor vehicle in a public place without a valid insurance policy that provides coverage against third-party risks. This ensures that compensation is available for death, bodily injury, or damage to property arising out of the use of a motor vehicle in a public place.

Sections 147 to 157 of the MV Act outline the detailed provisions and specific requirements related to motor vehicle insurance, including policy coverage, insurer obligations, and procedural aspects.

Failure to comply with this mandatory requirement will attract penalties as defined under Section 196 of the Act.

Mandate on Production of Vehicle Documents

As per Section 158 of the MV Act, every person driving a motor vehicle in a public place is required to produce certain documents when demanded by a police officer in uniform or any officer authorized by the State Government. These include the Certificate of Insurance, Certificate of Registration (RC), Pollution Under Control Certificate (PUCC) – if applicable, and in the case of transport vehicles, the Certificate of Fitness and the Permit. This provision ensures that all vehicles plying on public roads comply with essential safety, environmental, and legal requirements.

5. Vehicle Classification Structure:

The current vehicle classification in the VAHAN database is based on administrative registration flags. While these flags indicate the legal or procedural status of a vehicle, they do not reflect its actual operational condition—whether the vehicle is truly active and roadworthy, temporarily inactive, or permanently inactive. This results in data inconsistencies, where non-operational vehicles may still be marked as "Active," inflating the count of vehicles assumed to be in use. To improve the reliability and usability of this data, a revised classification framework is proposed.

5.1. Existing Classification in VAHAN

Vehicles are presently recorded under various registration flags, each representing a different administrative action or status. However, these flags do not offer a consolidated view of a vehicle's true operational condition, limiting the effectiveness of reporting and policy planning.

Current Vehicle related flags in VAHAN:

- Active**
- NOC Issued**
- RC Cancelled**
- RC Surrendered**
- RC Suspended**
- Confiscated Auction Vehicle**
- Vehicle Deregistered**
- All flags related to Scrapping ⁽¹⁾**

These flags are system generated based on the status of the vehicle and each vehicle is assigned a unique flag. These flags serve administrative needs but do not indicate whether a vehicle is actively plying on roads, inactive, or permanently out of service.

(1) Flags included in this category: (1) Vehicle Submitted for Scrapping, (2) Vehicle Scrapped RC Not Cancelled. (These flags have been rationalized based on existing vehicle scrapping flags, as per internal discussions. The flag "To be scrapped" has been

merged with “Vehicle to be scrapped”, and the flag “Vehicle Scrapped RC Cancelled” has been merged with “RC Cancelled”)

5.2. Proposed Classification Framework

To address existing limitations, the policy introduces a higher-level vehicle classification framework that overlays the existing flags. This framework categorizes vehicles into three distinct groups based on their operational status —

1. Permanent Archive
2. Temporary Archive
3. Active – non-compliant
4. Active - compliant

This structure enhances data interpretation and decision-making without altering or removing the existing flag system.

The classification details are outlined in the matrix below as per Registration, Fitness, Insurance, & PUC.

SI No.	RC Flag	Fitness	Insurance	PUC	Category
1	All Flags Related to Scrapping	Valid/Invalid	Valid/Invalid	Valid/Invalid	Permanent Archive
2	RC Cancelled	Valid/Invalid	Valid/Invalid	Valid/Invalid	Permanent Archive
3.1	RC Flags: Vehicle Deregistered	Valid/Invalid	Valid/Invalid	Valid/Invalid	Temporary Archive
3.2	RC Flag: RC Surrendered (Non-Transport)	Valid/Invalid	Valid/Invalid	Valid/Invalid	Permanent Archive
3.3	RC Flag: RC Surrendered (Transport)	Valid/Invalid	Valid/Invalid	Valid/Invalid	Temporary Archive

Non-Transport Vehicles

SI	RC Flag	Insurance	PUC	Category
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No.				
4	RC Flags: Active, NOC Issued, RC Suspended, Confiscated Auction Vehicle	Valid	Invalid	Active Non-Compliant
5		Invalid	Valid	Active Non-Compliant
6		Invalid	Invalid	Subcategories defined below
6.1	RC Flags: Active, NOC Issued, RC Suspended, Confiscated Auction Vehicle: Age (0-15 Years)	<i>If both are invalid less than 2Y</i>		<i>Active Non-Compliant</i>
		<i>Else if any is invalid 2Y to 3Y</i>		<i>Temporary Archive</i>
		<i>Else if any is invalid more than 3Y</i>		<i>Permanent Archive</i>
6.2	RC Flags: Active, NOC Issued, RC Suspended, Confiscated Auction Vehicle: Age (15-20 Years)	<i>If both are invalid less than 2Y</i>		<i>Temporary Archive</i>
		<i>Else if any is invalid more than 2Y</i>		<i>Permanent Archive</i>
6.3	RC Flags: Active, NOC Issued, RC Suspended, Confiscated Auction Vehicle: Age (>20 Years)	<i>Invalid</i>	<i>Invalid</i>	<i>Temporary Archive</i>
7	RC Flags: Active, NOC Issued, RC Suspended, Confiscated Auction Vehicle	Valid	Valid	Active - Compliant

Transport Vehicles

SI No.	RC Flag	Fitness	Insurance	PUC	Category
8	RC Flags: Active, NOC Issued, RC Suspended, Confiscated Auction Vehicle	Invalid less than 2 years	Valid	Valid	Active Non-Compliant
			Valid	Invalid	Active Non-Compliant
			Invalid	Valid	Active Non-Compliant
			Invalid	Invalid	Temporary Archive
		Invalid	Valid	Valid	Active Non-

		greater than 2 years			Compliant
			Valid	Invalid	Active Non-Compliant
			Invalid	Valid	Active Non-Compliant
			Invalid	Invalid	Temporary Archive
9	RC Flags: Active, NOC Issued, RC Suspended, Confiscated Auction Vehicle	Valid	Valid	Invalid	Active Non-Compliant
10			Invalid	Valid	Active Non-Compliant
11			Invalid	Invalid	Active Non-Compliant
12	RC Flags: Active, NOC Issued, RC Suspended, Confiscated Auction Vehicle	Valid	Valid	Valid	Active - Compliant

6. Implementation Strategy:

The implementation of the proposed vehicle classification framework involves systematic archival flagging, enhancements to digital dashboards, clear reactivation procedures, and defined responsibilities for key stakeholders to ensure accurate and up-to-date vehicle data.

6.1. Flagging of Vehicles

Vehicles will be classified Permanent Archive, Temporary Archive, Active non-compliant & Active compliant accordance with the criteria defined in Section 5. This classification process will be fully automated within the system, ensuring consistency, minimization of manual errors, and facilitation of the reactivation process as outlined in Section 7.

6.2. Dashboard and Reporting Enhancements

The VAHAN dashboard and reporting interfaces will be upgraded to enable clear visibility into vehicle status categories:

New filter options will be provided:

- 1. Permanent Archive**
- 2. Temporary Archive**
- 3. Active – non-compliant**
- 4. Active - compliant**

Custom reporting capabilities will support policymakers, researchers, and system administrators in generating targeted insights.

6.3. State and UT Responsibilities

States and Union Territories will play a critical role in ensuring the effectiveness and integrity of the updated classification system.

Their responsibilities include:

- Regular verification and validation of vehicle status within their jurisdiction, ensuring records reflect the latest information on fitness, registration, and ownership.**
- Timely updates to the system in cases of fitness expiry, PUC Expiry, Insurance Expiry, Scrapped Vehicle, or reactivation, in coordination with backend systems.**
- Communication with vehicle owners regarding upcoming fitness, PUC and Insurance expiries, renewal procedures, and the consequences of inaction (e.g., archival status).**
- Support for enforcement and compliance, leveraging the classification data to identify non-compliant or archived vehicles.**
- These responsibilities are essential to ensure consistent implementation and data accuracy at the national level.**

7. Reactivation Mechanism:

To ensure a structured, transparent, and accountable process for re-activating vehicles categorized under Temporary & Permanent Archive and a digital notification mechanism has been introduced.

Under this system, vehicle owners are regularly notified about their vehicle's archived status and provided the opportunity to restore their vehicles to Active status by completing all mandatory compliances within the stipulated timelines. Vehicles

that are permanently archived can only be reactivated under exceptional circumstances.

1. Notifications Protocol

- Vehicles under Temporarily Archive and Active – Non Compliant will receive digital notifications at 15-day intervals for a period of 45 days (three notifications) followed by a monthly notification thereafter until the categorization of the vehicle changes.**
- If no action is taken after three notifications and a grace period of 45 days from the date of tagging of vehicles in their respective categories, the list of such vehicles will be shared with enforcement agencies for action under Chapter XIII of the Act.**
- Further, vehicle owners in Active-Non-Compliant and Temporary Archive category will also receive monthly notifications on the steps to be undertaken for becoming Active-Compliant.**

2. Digital Reactivation

i. Active – Non – Compliant

Once all requirements are met and the Vahan database reflects valid Insurance, PUC, and fitness wherever applicable the vehicle will be automatically reclassified as Active – Compliant. These vehicles will be moved to the Temporary Archive if the vehicle owners do not take any action for renewing compliance of the above mentioned requirements within a period of one year.

ii. Temporary Archive

a. Vehicles classified under this category can be reactivated to Active-compliant status only when owners apply through VAHAN portal and submit the following documents:

- Valid Insurance Certificate**
- Certificate of Fitness (for transport vehicles)**
- Valid Pollution Under Control Certificate (PUC) (if applicable)**

b. Vehicles will move automatically from Temporary Archive to Active Non-Compliant by renewing just their insurance status

digitally without visiting the RTO, once the insurance status is reflected in Vahan, subject to valid registration and valid fitness.

Approval for all vehicles applying for reactivation from this category shall be processed digitally and will require authorization from the respective RTO.

An annual audit of vehicles flagged under “Temporary Archive” and restored to “Active Compliant” and “Active Non-Compliant” during the year, shall be carried out by MoRTH along with NIC to ascertain compliance.

The vehicles in Temporary Archive will be moved to Permanent Archive if the vehicle owners do not take any action for a period of two years to remove the cause of the vehicle being placed in the Temporary Archive.

3. Manual Reactivation

States and Union Territories have the authority to manually approve vehicle reactivation requests digitally submitted by the owner, after verifying documents or correcting data errors. This mechanism provides flexibility for handling exceptions, including:

- Physical verification of supporting documents**
- Owner requests with valid justification**
- Correction of prior status flag errors**

All manual reactivation approvals need to be digitally logged in VAHAN within a week from such approvals by respective RTOs for data accuracy and transparency.

4. Reactivation of Vehicles Classified under Permanent Archive (Exceptional Cases)

Vehicles classified under the Permanent Archive category are considered inactive by default and are not eligible for routine or

automatic reactivation. Such vehicles are excluded from the active vehicle universe for the purposes of enforcement, planning, and service delivery.

However, recognizing the possibility of exceptional circumstances, a limited and tightly controlled restoration mechanism is provided, strictly for cases where the classification under Permanent Archive is attributable to data/system errors, judicial or statutory directions, or legacy data migration issues.

a. Permissible Grounds for Restoration

Restoration from Permanent Archive may be considered only under the following conditions:

- Proven data or system error leading to incorrect archival**
- Directions issued by a court of law or competent statutory authority**
- Legacy data inconsistencies arising from pre-VAHAN digitization or inter-state data migration**
- Any other justifiable reason recorded in writing and digitally logged at the time of reactivation.**

Confirmed scrapped vehicles, vehicles with RC cancelled due to legal enforcement actions, or vehicles permanently deregistered in accordance with law shall not be eligible for restoration under any circumstances.

b. Approval Authority and Process

- Restoration from Permanent Archive shall be permitted only with the explicit approval of the Transport Commissioner, who shall act as the final approving authority, with the prior concurrence of the Ministry of Road Transport and Highways (MoRTH).**
- The concerned RTO shall carry out preliminary verification and submit a reasoned recommendation along with supporting records.**
- All approvals shall be processed digitally and recorded in the VAHAN system.**

c. Restoration Workflow

- **When reactivation is approved by Transport Commissioner, reasons are to be recorded in VAHAN for such approvals.**
- **Vehicles approved for restoration from Permanent Archive shall be activated only after vehicle owners complete all applicable statutory compliances, including Fitness, Insurance, PUC, and Tax, as applicable.**

d. Audit and Safeguards

- **All restoration actions shall be digitally logged, auditable, and subject to periodic review by the State/UT administration.**
- **An annual audit of vehicles flagged under “Permanent Archive” and restored during the year, shall be carried out by MoRTH along with NIC to ascertain compliance.**
- **Restoration from Permanent Archive shall be treated as a one-time exception and shall not create any precedent or entitlement for future cases.**

8. Conclusion:

This document provides a structured framework for managing active and archived vehicles in the VAHAN database. By introducing tiered approval mechanism for re-activation of temporary archived vehicles, the Vehicle Classification on VAHAN database enhances data integrity, enforcement efficiency, and governance effectiveness.

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) to (e) OF LOK SABHA UNSTARRED QUESTION NO. 3089 FOR ANSWER ON 06TH AUGUST, 2026 ASKED BY DR. SAMBIT PATRA REGARDING COMPLIANCE WITH TRAFFIC RULES BY VEHICLES

Annexure-II: State and UT wise Vehicle Count as on 24.07.2026 in accordance with the Vehicle Classification Framework

S.No	State	Active Compliant	Active Non-Compliant	Total Active Vehicles
1	Uttar Pradesh	94,10,340	1,92,25,957	2,86,36,297
2	Maharashtra	1,11,76,482	1,42,03,401	2,53,79,883
3	Tamil Nadu	46,95,129	1,51,70,841	1,98,65,970
4	Karnataka	43,70,187	1,45,07,778	1,88,77,965
5	Gujarat	76,51,972	93,91,649	1,70,43,621
6	Madhya Pradesh	27,41,146	98,41,706	1,25,82,852
7	Rajasthan	45,46,118	88,08,465	1,33,54,583
8	Kerala	77,81,941	61,91,241	1,39,73,182
9	Andhra Pradesh	24,15,605	81,03,593	1,05,19,198
10	West Bengal	61,91,675	47,64,506	1,09,56,181
11	Delhi	46,61,037	24,69,022	71,30,059
12	Bihar	34,10,918	64,99,814	99,10,732
13	Telangana	15,28,872	74,14,147	89,43,019
14	Punjab	29,19,044	42,52,042	71,71,086
15	Haryana	48,80,987	38,26,795	87,07,782
16	Odisha	33,04,375	35,67,703	68,72,078
17	Chhattisgarh	14,96,671	37,49,488	52,46,159
18	Jharkhand	17,89,585	31,96,698	49,86,283
19	Assam	21,14,901	29,15,904	50,30,805
20	Uttarakhand	11,59,434	14,40,787	26,00,221
21	Jammu and Kashmir	9,71,828	9,79,102	19,50,930
22	Himachal Pradesh	8,29,259	8,97,440	17,26,699
23	Puducherry	1,53,018	5,21,215	6,74,233
24	Goa	5,82,389	4,76,184	10,58,573
25	Chandigarh	3,78,500	2,66,939	6,45,439

26	Tripura	3,22,841	2,68,754	5,91,595
27	Manipur	50,308	1,88,058	2,38,366
28	Meghalaya	1,53,566	2,28,232	3,81,798
29	Nagaland	1,35,956	1,08,654	2,44,610
30	UT of DNH and DD	1,13,815	1,00,301	2,14,116
31	Mizoram	1,31,621	1,52,081	2,83,702
32	Arunachal Pradesh	73,011	1,98,721	2,71,732
33	Andaman & Nicobar Island	67,717	51,342	1,19,059
34	Sikkim	94,771	21,116	1,15,887
35	Ladakh	9,306	31,026	40,332
36	Lakshadweep	1,395	12,469	13,864
	Total	9,23,15,720	15,40,43,171	24,63,58,891
