

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-2651
ANSWERED ON-18/12/2024

RISE IN ROAD ACCIDENTS

2651. SHRI MANAS RANJAN MANGARAJ:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :-

- (a) whether it is a fact that road accidents are on rise despite stringent laws;
- (b) if so, the details of road accidents where people lost their lives in Financial Year 2023-24, State-wise/UT-wise;
- (c) the measures implemented to reduce fatalities; and
- (d) whether Government has details of the average response time for emergency services at the accident sites, if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) The Central Government publishes report on “Road Accidents in India” based on data received from States/ UTs. As per the report for the year 2022, total number of road accidents on all categories of roads in the country for the year 2018 to 2022 is given in the table below :-

Year	No. of Road accidents
2018	4,70,403
2019	4,56,959
2020*	3,72,181
2021*	4,12,432
2022	4,61,312

* - covid affected year

(b) States/UTs-wise number of fatal road accidents in the country for the year 2021 and 2022 is detailed at **Annexure-I**.

(c) The 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. Various initiatives undertaken by the Government for road safety are detailed at **Annexure-II**.

(d) The response time for emergency services at accident sites depends on various factors including the traffic, weather, road condition, time, surroundings of the area, etc. The Government has taken various initiatives for the emergency services at accident sites which, inter-alia, include:

- i. Integrated Emergency Response Support System (ERSS) is designed with a single emergency number 112, to address different emergencies of citizens.
- ii. Provision for free passage to emergency vehicles, such as an ambulance or fire service vehicle, etc. (Section 194E of the Motor Vehicles Act, 1988).
- iii. Protection of Good Samaritans who provide emergency medical or non-medical assistance to victims of motor vehicle accidents (Section 134A of the Motor Vehicles Act, 1988).

- iv. Provision for First-aid kit in all vehicles. (Rule 138(4) of the Central Motor Vehicles Rules, 1989)
- v. Sanction of 196 Trauma Care Facilities in Government Hospitals/Medical Colleges across the Country under "National programme for Prevention & Management of Trauma and Burn injuries" by Ministry of Health & Family Welfare.
- vi. Emergency helpline number 1033 by National Highways Authority of India (NHAI).
- vii. Provision for Patrolling Vehicles, Ambulances, Tow-away cranes, etc. in the model concessionaire agreement.
- viii. Advanced Traffic Management System (ATMS) is installed in high traffic density National Highways by NHAI. ATMS has provisions for various electronic enforcement devices which help in speedy identification of incidents on the highway stretches and effectively monitor the highways, thereby improving the response time of the on-site assistance.

ANNEXURE REFERRED TO IN REPLY TO PART (b) OF RAJYA SABHA UNSTARRED QUESTION NO. 2651 ANSWERED ON 18TH DECEMBER, 2024 ASKED BY SHRI MANAS RANJAN MANGARAJ REGARDING RISE IN ROAD ACCIDENTS

States/UTs-wise number of Fatal Road Accidents in India for 2021 and 2022

S. No.	States/UTs	2021	2022
1	Andhra Pradesh	7,585	7,688
2	Arunachal Pradesh	150	123
3	Assam	2,893	2,837
4	Bihar	7,061	8,242
5	Chhattisgarh	4,982	5,446
6	Goa	218	253
7	Gujarat	6,825	6,999
8	Haryana	4,403	4,593
9	Himachal Pradesh	871	864
10	Jharkhand	3,221	3,570
11	Karnataka	9,458	10,854
12	Kerala	3,262	4,104
13	Madhya Pradesh	10,806	12,183
14	Maharashtra	12,554	14,058
15	Manipur	99	109
16	Meghalaya	150	147
17	Mizoram	48	94
18	Nagaland	56	67
19	Odisha	4,756	5,140
20	Punjab	4,250	4,418
21	Rajasthan	9,055	10,061
22	Sikkim	40	58
23	Tamil Nadu	14,747	17,080
24	Telangana	7,080	7,057
25	Tripura	181	232
26	Uttarakhand	742	851
27	Uttar Pradesh	19,026	20,524
28	West Bengal	5,405	5,626
29	Andaman & Nicobar Islands	19	19
30	Chandigarh	94	79
31	Dadra & Nagar Haveli and Daman & Diu	71	88
32	Delhi	1,206	1,428
33	J & K	642	654
34	Ladakh	48	60
35	Lakshadweep	1	0
36	Puducherry	158	175
Total (All India)		1,42,163	1,55,781

ANNEXURE REFERRED TO IN REPLY TO PART (c) OF RAJYA SABHA UNSTARRED QUESTION NO. 2651 ANSWERED ON 18TH DECEMBER, 2024 ASKED BY SHRI MANAS RANJAN MANGARAJ REGARDING RISE IN ROAD ACCIDENTS.

Details of various initiatives undertaken by the Government in Ministry of Road Transport & Highways to address the issue of Road Safety: -

(1) Education:

- i. Administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.
- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.
- iii. 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.

(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 under the Ministry 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. 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.

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 in Million plus cities in India and cities under National Clean Air Programme (NCAP).

iii. On 10th June, 2024, 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. Published rules 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.

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 corridor of National Highways.

iv. Ministry of Road Transport & Highways along with National Health Authority (NHA), has implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh Haryana, Punjab, Uttarakhand, Puducherry and Assam.
