

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO-1855**  
ANSWERED ON-11/12/2024

**STEPS TAKEN TO IMPROVE ROAD SAFETY**

1855. SHRI MUKUL BALKRISHNA WASNIK:

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

- (a) the total number of deaths in road accidents in all category of roads during the last five years, year-wise and State-wise;
- (b) whether it is a fact that India contributed about 10 per cent of all road accident deaths worldwide, with just 1 per cent of the world's vehicles;
- (c) if so, whether any accountability has been fixed for the accident deaths and steps taken by Government to improve road safety; and
- (d) the details of allocation of funds for road safety since 2020-24 and it's utilisation, year-wise?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) As per the report published by Government on Road Accidents in India, 2022, based on data received from States/UTs, total number of road accident fatalities in all categories of roads in the country from calendar year 2018 to 2022 is given in the table below:-

Year	Road Accident Fatalities
2018	1,57,593
2019	1,58,984
2020*	1,38,383
2021*	1,53,972
2022	1,68,491

\* - Covid affected years

State-wise details of total number of road accident fatalities on all roads in the country from calendar year 2018 to 2022 are detailed at Annexure-I.

(b) As per the study of World Bank on road crashes and injuries published in 2021, India accounts for 11 percent of all crash related deaths with 1 percent of world's vehicles.

(c) As per the data received from States/UTs, 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. As per the Report for the year 2022, out of total number of road accidents around 78% were caused due to drivers' fault. The Motor Vehicles (Amendment) Act, 2019 enacted by the Parliament provides for strict penalties for ensuring

strict compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. A total of 23.92 crore number of e-challans amounting to Rs.36703.96 crore have been issued in the country for violation of traffic rules during the period from 25 September, 2020 to till 7th December, 2024.

The Government has formulated a multi-pronged strategy to address the issue of road safety based on 4Es' i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Various initiatives undertaken are detailed at Annexure – II.

(d) Central Government in the Ministry of Road Transport and Highways is mandated with the task of constructing and maintaining National Highways in the Country while the State/UT Governments are responsible for State Highways and other roads. Road Safety is an integral and indispensable component of every National Highways Project. Road Safety initiatives commence with the inception of Detailed Project report as road safety audit of all National Highways projects has been made mandatory at all stages i.e. design, construction, operation & maintenance through third party auditors/experts. As per available data, funds allocated to be spent for 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 schemes for creation of awareness among road users, financial assistance for setting up of Model Driving Training Institutes/Centres and Model Inspection & Certification Centres in States/U.T.s, improving and Strengthening of Public Transport System etc. These schemes are Central Sector Schemes. The details of funds released by under these schemes during last four years are at Annexure-III.

ANNEXURE REFERRED TO IN REPLY TO PART (a) OF RAJYA SABHA UNSTARRED QUESTION NO. 1855 ANSWERED ON 11<sup>TH</sup> DECEMBER, 2024 ASKED BY SHRI MUKUL BALKRISHNA WASNIK REGARDING STEPS TAKEN TO IMPROVE ROAD SAFETY.

<b>State-wise details of Road Accident Fatalities for the Calendar Year 2018-2022</b>						
<b>S. No.</b>	<b>States/UTs</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
1	Andhra Pradesh	7,556	7,984	7,039	8,186	8,293
2	Arunachal Pradesh	175	127	73	157	148
3	Assam	2,966	3,208	2,629	3,036	2,994
4	Bihar	6,729	7,205	6,699	7,660	8,898
5	Chhattisgarh	4,592	5,003	4,606	5,371	5,834
6	Goa	262	297	223	226	271
7	Gujarat	7,996	7,390	6,170	7,452	7,618
8	Haryana	5,118	5,057	4,507	4,706	4,915
9	Himachal Pradesh	1,208	1,146	893	1,052	1,032
10	Jharkhand	3,542	3,801	3,044	3,513	3,898
11	Karnataka	10,990	10,958	9,760	10,038	11,702
12	Kerala	4,303	4,440	2,979	3,429	4,317
13	Madhya Pradesh	10,706	11,249	11,141	12,057	13,427
14	Maharashtra	13,261	12,788	11,569	13,528	15,224
15	Manipur	134	156	127	110	127
16	Meghalaya	182	179	144	187	162
17	Mizoram	45	48	42	56	113
18	Nagaland	39	26	53	55	73
19	Odisha	5,315	5,333	4,738	5,081	5,467
20	Punjab	4,740	4,525	3,898	4,589	4,756
21	Rajasthan	10,320	10,563	9,250	10,043	11,104
22	Sikkim	85	73	47	56	92
23	Tamil Nadu	18,392	18,129	14,527	15,384	17,884
24	Telangana	6,603	6,964	6,882	7,557	7,559
25	Tripura	213	239	192	194	241

<b>26</b>	<b>Uttarakhand</b>	1,047	867	674	820	1,042
<b>27</b>	<b>Uttar Pradesh</b>	22,256	22,655	19,149	21,227	22,595
<b>28</b>	<b>West Bengal</b>	5,711	5,767	5,128	5,800	6,002
<b>29</b>	<b>Andaman &amp; Nicobar Islands</b>	19	20	14	20	19
<b>30</b>	<b>Chandigarh</b>	98	104	53	96	83
<b>31</b>	<b>Dadra &amp; Nagar Haveli *</b>	54	49	64	76	90
<b>32</b>	<b>Daman &amp; Diu</b>	35	28			
<b>33</b>	<b>Delhi</b>	1,690	1,463	1,196	1,239	1,461
<b>34</b>	<b>Jammu &amp; Kashmir \$</b>	984	996	728	774	805
<b>35</b>	<b>Ladakh</b>				56	62
<b>36</b>	<b>Lakshadweep</b>	1	0	0	1	2
<b>37</b>	<b>Puducherry</b>	226	147	145	140	181
<b>Total (all India)</b>		<b>1,57,593</b>	<b>1,58,984</b>	<b>1,38,383</b>	<b>1,53,972</b>	<b>1,68,491</b>

**Note:**

\* Includes data of Daman & Diu for the Year 2020 to 2022.

\$ Includes data of Ladakh for the Year 2018 to 2020.

ANNEXURE REFERRED TO IN REPLY TO PART (c) OF RAJYA SABHA UNSTARRED QUESTION NO. 1855 ANSWERED ON 11<sup>TH</sup> DECEMBER, 2024 ASKED BY SHRI MUKUL BALKRISHNA WASNIK REGARDING STEPS TAKEN TO IMPROVE ROAD SAFETY.

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 (RDTs) 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 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. 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 10<sup>th</sup> 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.

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF RAJYA SABHA UNSTARRED QUESTION NO. 1855 ANSWERED ON 11<sup>TH</sup> DECEMBER, 2024 ASKED BY SHRI MUKUL BALKRISHNA WASNIK REGARDING STEPS TAKEN TO IMPROVE ROAD SAFETY.

The details of funds released by the Central Government during the last four Financial Years are as under:-

Amount (Rs. in Crores)									
Sl. No.	Scheme	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
1	Road Safety publicity measures and awareness campaigns, 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	138.00	86.33
2	Inspection and Certification Centres (Revenue)	29.00	16.20	29.00	14.15	33.00	14.60	24.00	17.00
3	Improving and Strengthening of Public Transport System	89.00	30.60	103.00	10.80	15.00*	30.33	50.00	38.00

\*Rs.40.00 crore at RE Stage

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