



India Status Report on Road Safety 2024

For Prelims: [Road accident fatalities](#), [First Information Reports \(FIRs\)](#), [United Nations Decade of Action for Road Safety](#), [Disability-Adjusted Life Years \(DALYs\)](#), [Stockholm Declaration](#), [Global Burden of Disease \(GBD\) study](#), [Sample Registration System \(SRS\)](#), [Motor Vehicles Amendment Act, 2019](#), [The Carriage by Road Act, 2007](#), [National Highways \(Land and Traffic\) Act, 2000](#), [National Highways Authority of India Act, 1998](#), [Third High Level Global Conference on Road Safety for Achieving Global Goals 2030](#).

For Mains: Key findings of the India Status Report on Road Safety 2024, Mitigation of road accidents in India.

[Source: TH](#)

Why in News?

According to **the India Status Report on Road Safety 2024** of **IIT Delhi** highlights India's **slow progress** toward meeting international goals of **reducing road accident fatalities**.

What are the Key Findings of the Report?

- **Methodology of the Report:**
 - The report evaluates road safety in India, utilizing data from [First Information Reports \(FIRs\)](#) across six states (Haryana, Jammu & Kashmir and Ladakh, Punjab, Rajasthan, Uttarakhand, and Uttar Pradesh), alongside audits of state compliance with Supreme Court mandates on road safety governance.
- **Findings of the Report:**
 - In 2021, road traffic injuries were the 13th leading cause of mortality in India and the 12th leading cause of health loss, as measured by [Disability-Adjusted Life Years \(DALYs\)](#).
 - In the states road traffic injuries ranked among the top 10 contributors to health loss.
- **Performance of States in Road Safety:**
 - **Road safety in India exhibits significant regional variation**, with per capita road traffic death rates differing more than threefold across states.
 - Tamil Nadu (21.9), Telangana (19.2), and Chhattisgarh (17.6) recorded the highest death rates per 1,00,000 people.
 - West Bengal and Bihar had the **lowest rates at 5.9 per 1,00,000 in 2021**.
 - Uttar Pradesh, Maharashtra, Madhya Pradesh, Karnataka, Rajasthan, and Tamil Nadu, account for **nearly 50% of all road traffic fatalities**.
 - The report identifies **pedestrians, cyclists, and motorised two-wheeler riders** as the **most vulnerable** road users, while trucks are responsible for the highest proportion of impacting vehicles.
 - Despite the life-saving potential of helmet usage, more than **50% of motorised two-wheeler riders wear helmets in only seven states**.
 - **Only eight states have audited more than half of their National Highway networks**,

and even fewer states have extended such audits to State Highways.

- Basic road safety measures such as **traffic calming, road markings, and signage remain insufficient in most states**, while helmet usage in rural areas is particularly low, and trauma care facilities are inadequate.
- The report underscores the need for tailored, **state-specific strategies to address the diverse road safety challenges** across India.

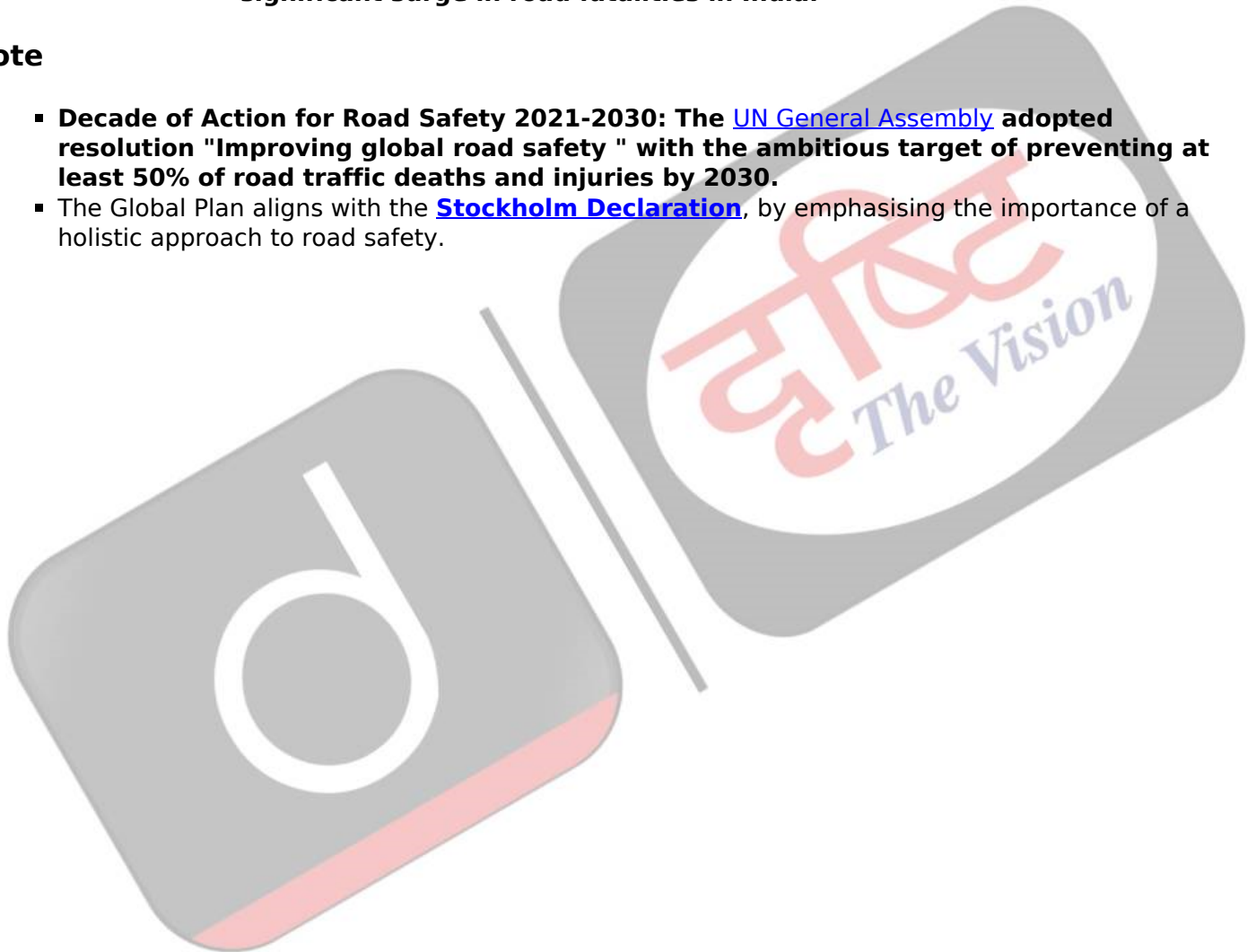
▪ **India Performing Globally:**

- Most Indian states are unlikely to meet the **United Nations Decade of Action for Road Safety** objective, which aims to halve traffic-related deaths by 2030.
- The report presents a **comparison between India and developed countries** such as Sweden and other Scandinavian nations, which have demonstrated exemplary road safety governance.
 - In 1990, the likelihood of an Indian dying in a road accident was 40% higher than in these nations; by **2021, this disparity had escalated to 600%, reflecting a significant surge in road fatalities in India.**

Note

- **Decade of Action for Road Safety 2021-2030: The [UN General Assembly](#) adopted resolution "Improving global road safety " with the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030.**
- The Global Plan aligns with the **[Stockholm Declaration](#)**, by emphasising the importance of a holistic approach to road safety.

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Safety first

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Percentage of road traffic deaths by victims mode of transport in six States

	Chhattisgarh	Chandigarh	Delhi	Haryana	Maharashtra	Uttarakhand
Pedestrian	19	23	44	29	24	28
Bicycle	4	13	3	3	1	3
Motorised two-wheeler	58	51	40	47	58	48
Motorised three-wheeler	1	7	4	3	1	3
Car	4	4	5	8	6	7
Bus	1	1	0	1	1	4
Truck	5	1	2	5	5	4
Farm tractor	6	0	0	2	2	0
Others	0	1	1	1	2	1
Unknown	0	1	1	0	0	1
Total (%)	100	100	100	100	100	100

Percentage of road traffic deaths by type of impacting vehicle in six States

	Chhattisgarh	Chandigarh	Delhi	Haryana	Maharashtra	Uttarakhand
Bicycle	0	0	1	0	1	0
Motorised two-wheeler	13	11	6	10	14	10
Motorised three-wheeler	0	7	2	1	0	1
Car	7	36	14	25	14	21
Bus	3	5	6	4	4	7
Truck	24	12	18	32	27	28
Farm tractor	5	1	1	7	4	6
Others	11	12	5	1	5	2
None	16	9	3	2	16	5
Unknown	18	9	45	17	15	21
Total (%)	100	100	100	100	100	100

Source: India Status Report on Road Safety 2024

National Strategy for Prevention of Unintentional Injury of the Ministry of Health

- **Road traffic crashes (RTCs)** are the largest cause of deaths due to unintentional injuries in India, contributing to **43.7% of fatalities**.
 - **Over-speeding** accounts for **75.2%** of these deaths, followed by driving on the **wrong side (5.8%)** and driving under the influence of **alcohol or drugs (2.5%)**.
 - **Road traffic injuries (RTIs)**:
 - **86%** of RTI fatalities are **males, 14% are females**.
 - **67.8%** of RTI deaths occur in **rural areas, 32.2% in urban areas**.
- **National highways** (only 2.1% of total road length) are responsible for the **most road fatalities**, accounting for 45 deaths per 100 km in 2022.

Supreme Court Interventions on Road Safety

- [The Supreme Court of India](#) had set up the three-member **Justice K.S. Radhakrishnan panel on road safety in April 2014** which recommended the ban on the **sale of alcohol on highways to restrain drunk driving**.
 - It also directed states to **implement laws on wearing helmets**.
 - The committee stressed the importance of **creating awareness among people on road safety rules**.
- The SC in 2017, issued a number of directives with regard to road safety that, inter alia, included few measures.
 - The constitution of a **State Road Safety Council**
 - The setting up of **road safety fund**
 - Notification of a **road safety action plan**
 - The constitution of a **district road safety committee**
 - The establishment of **trauma care centres**
 - Inclusion of **road safety education** in the academic curriculum of schools

What are the Government Initiatives Related to Road Safety?

- [Motor Vehicles Amendment Act, 2019](#)
- [The Carriage by Road Act, 2007](#)
- The Control of [National Highways \(Land and Traffic\) Act, 2000](#)
- [National Highways Authority of India Act, 1998](#)
- [Third High Level Global Conference on Road Safety for Achieving Global Goals 2030](#)

Way Forward

- **Prioritising Road Safety Interventions:** This requires a **coordinated approach across multiple sectors such as transportation, health, and law enforcement** to develop holistic strategies that can significantly reduce fatalities and injuries.
 - Small steps can also be taken like mandatory use of helmet, abiding traffic laws, and maintaining vehicles, etc.
- **Establishment of a National Database for Fatal Crashes:** National Database will serve as a **comprehensive repository of data**, enabling policymakers, researchers, and enforcement agencies to **analyze real-time trends and identify high-risk areas**.
- **Public Access and Transparency:** Providing public access to the national crash database will **enhance transparency and foster greater accountability** among stakeholders.
- **Monitoring and Evaluation:** By tracking accident rates and fatalities over time, governments can gauge the **impact of road safety campaigns, legislation, and infrastructure improvements**.
- **Leveraging Technology for Road Safety:** The adoption of emerging technologies, such as **AI-driven traffic monitoring, smart signage, and data analytics tools**, can be integrated with the national database to further enhance road safety.

Drishti Mains Question:

Q. Critically analyze the major challenges in ensuring road safety in India and suggest comprehensive measures.

UPSC Civil Services Examination, Previous Year Question (PYQ)

Mains:

Q. National Urban Transport Policy emphasises on 'moving people' instead of 'moving vehicles'. Discuss critically the success of the various strategies of the Government in this regard. **(2014)**

PDF Reference URL: <https://www.drishtiias.com/printpdf/india-status-report-on-road-safety-2024>

