

INDIA



Population: 1 252 139 596 • Income group: Middle • Gross national income per capita: US\$ 1 570

INSTITUTIONAL FRAMEWORK	
Lead agency	Department of Road Safety, Ministry of Road Transport and Highways (MORTH)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2012	159 490 578
Cars and 4-wheeled light vehicles	38 338 015
Motorized 2- and 3-wheelers	115 419 175
Heavy trucks	4 056 885
Buses	1 676 503
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

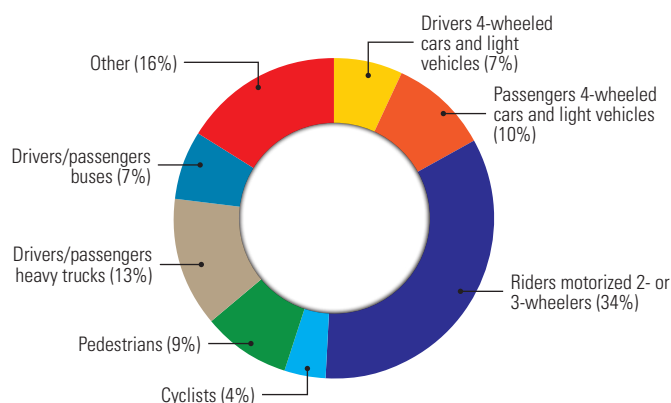
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	2.0–3.0%

DATA	
Reported road traffic fatalities (2013)	137 572 ^b (85% M, 15% F)
WHO estimated road traffic fatalities	207 551
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	3.0% ^c

^b Road Accidents in India; 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways. Defined as died within 30 days of crash.

^c 2009, 10th 5 Year Plan, Volume 2.

DEATHS BY ROAD USER CATEGORY



Source: Road Accidents in India; 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes ^d
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes ^f
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	20–80% All riders ^g , 60% Drivers ^g
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	26% Drivers (in Bangalore) ^h , 26% Front seats ^h
National child restraint law	No ⁱ
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^d Under the Motor Vehicles Act, state governments in India have the authority to create different speed limits at the local level.

^e Road Accidents in India, Transport Research Wing (TRW), MORTH (data from 2013).

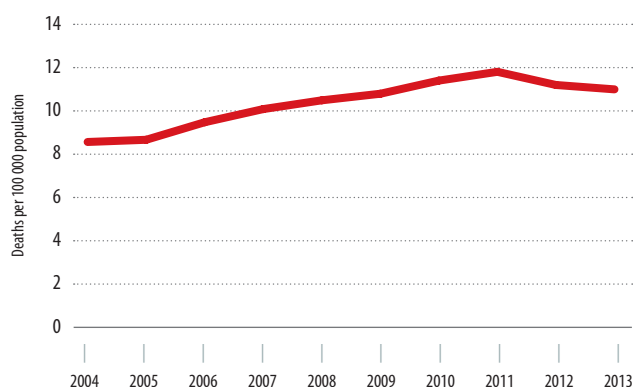
^f Under the Motor Vehicles Act, state governments in India have the authority to adopt rules creating exemptions to the national motorcycle helmet requirements.

^g Bangalore Road Safety Programme (data from 2011–2012).

^h Bangalore Road Safety Programme (data from 2011).

ⁱ Child restraints must be used as of April 1, 2016 for vehicles manufactured on or after October 1, 2014.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Accidents in India; 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways (data from 2013).