Executive Summary

Road accidents are one of the major cause of death, disability and hospitalization, especially in India. India accounts for 11 *per cent* of global road crash deaths despite having only one *per cent* of the world's vehicles. One person dies every four minutes in India due to road accidents. A study conducted (2018) by the Ministry of Road Transport and Highways (MoRTH) estimated the socio-economic costs of road crashes at ₹ 1.47 lakh crore in India *i.e.* equivalent to 0.77 *per cent* of nation's Gross Domestic Product (GDP).

The Government of Rajasthan (GoR) developed a Road Safety Action Plan 2018-2020 and Road Map 2020 to support its Road Safety Policy 2017. Following a four-year delay, GoR introduced the next Road Safety Action Plan for 2024-2033 in 2024.

The analysis of Rajasthan's road safety efforts reveals significant shortcomings in policy implementation, interdepartmental coordination and enforcement.

The Road Safety Cell, established as the State's lead agency, has remained under-resourced with few posts either vacant, or unsanctioned, hindering the critical functions such as fund monitoring and interdepartmental coordination, limiting its effectiveness in implementing road safety measures.

The Road Safety Action Plan 2018-2020 aimed to reduce road fatalities by 50 *per cent* from the base year 2015, which saw 10,510 fatalities. However, by 2024, fatalities had risen to 11,790. The analysis of road safety policies and initiatives in Rajasthan highlights critical gaps in implementation, monitoring and enforcement that undermine the State's efforts to reduce road accidents and fatalities.

The State Road Safety Policy have laid out clear directives for improving road safety through Road Safety Audits, black spot rectification and enforcement. However, significant deficiencies remain in both infrastructure management and the enforcement of road safety regulations.

Despite the framework established for comprehensive road safety audits, gaps remained in the availability of data across various agencies, as evident from the limited information provided by the NHAI and other road owning agencies to the audit. There was significant lack of conducting tri-stage road safety audit of roads pertaining to Public Works Department (PWD) as 146 roads (34.35 *per cent*), each road costing more than ₹ 10 crore, did not undergo safety audit at any stage. Besides, out of 1,175 roads of five kilometres or more constructed by PWD and NHAI, design level audit of only 636 (54.13 *per cent*) roads was carried out.

Despite clear policy directives and action plans, the rectification of black spots remained unsatisfactory, with a significant percentage remaining unaddressed, leading to continued accidents and fatalities. The persistence of black spots hinders effective prevention of future accidents. Moreover, the absence of a black spot management system further weakens the effectiveness of the efforts made to mitigate road hazards.

Road engineering deficiencies were also noticed during Joint Physical Verification of selected National/State Highways and City roads. It revealed

that critical safety features, such as proper road signs, markings and barriers, were often absent or non-compliant with safety standards. This contributes to unsafe driving conditions on National and State highways, where many accidents and fatalities occur.

The testing efficacy to issue driving licences is critical for ensuring road safety, as mandated by the Motor Vehicle Act, 1988. Despite the allocation of ₹ 39 crore for Automated Driving Tracks at RTOs/DTOs, progress has been inadequate. The significant difference in failure rates of driving test between offices with automated tracks and those without automated tracks underscores the importance of having proper testing facilities. Alarmingly, 44 offices issued the highest number of licences (2.36 lakh out of 6.84 lakh) without any testing tracks. Given that driver errors are responsible for 79 *per cent* of road accident fatalities, it is imperative that the Transport Department enhances its licensing process by fully implementing automated driving tracks to improve testing efficacy and ultimately enhance road safety.

Enforcement of traffic laws is another area where gaps were noticed. Despite numerous accidents resulting from dangerous driving practices like wrong-side driving, enforcement actions were found minimal. The Police Department proposed installing Automatic Number Plate Recognition (ANPR) cameras to improve road safety, but the project had faced delays since its approval in 2018, with no significant progress made by September 2025. Compliance with speed governor regulations was low. Further, envisaged deployment of Interceptors and Highway Patrol Vehicles on National and State Highways within a stretch of 50 kilometres was not ensured.

In 46,892 cases (8.00 *per cent*), ambulances did not reach the accident sites despite being called whereas in 24,457 cases (4.54 *per cent*), ambulances reached the accident sites after the stipulated response time. There were 82,843 cases (17.10 *per cent*), where in road accident victims were taken to the nearest hospital after the "golden hour". The absence of a finalized Trauma Care Policy and slow progress in establishing Model Trauma Centres and Trauma Stabilization Units reflects a broader shortfall in the State's emergency care infrastructure.

Rajasthan adopted the central road accident database 'iRAD' system in 2021, but integration with insurance companies and ambulance services was incomplete. Inadequate data collection by the Medical & Health Department and discrepancies in accident recorded by different departments hindered effective planning and transparency. Further, various reports requested by Police Departments such as drunkenness and post-mortem report, vehicle inspection reports and road inspection reports were lying pending for uploading with Medical & Health Department, Transport Department and Road Owning Agencies respectively.

The utilization of the Road Safety Fund in Rajasthan has been significantly low since its establishment in April 2017. Only ₹ 343.36 crore was utilised against the available fund of ₹ 716.37 crore up to 2024-25. This underutilization was evident across key Stakeholder Departments, leading to delayed implementation of essential road safety initiatives, such as the Integrated Traffic Management System and trauma care improvements.

The Transport Department faces personnel shortages of 3.29 *per cent* to 92.62 *per cent* for MVIs/MVSIs and between 8.63 *per cent* and 21.40 *per cent* for flying squads, compromising road safety efforts. Similarly, severe shortages of traffic police personnel, ranging from 57.89 *per cent* to 94.89 *per cent* across cities, hindered effective enforcement of traffic laws.

Inadequate inspection of school buses and vehicle fitness centres further compromised public safety, as several unfit vehicles continued to operate unchecked.

A proposed Centre of Excellence for research on road accidents was yet to be established due to funding issues. Fund allotted for traffic parks to promote road safety education had not been fully utilized and many parks lack essential features due to delays. Further, lack of updated road safety web portal hindered the awareness through IEC.

The three case studies on recent fatal road accidents reviewed in the Performance Audit highlighted systemic weaknesses in the State's road safety ecosystem, spanning vehicle safety compliance, enforcement and engineering. In Jaisalmer (on 14 October 2025), a newly registered passenger bus caught fire without collision, resulting in 28 deaths, due to critical electrical defects, non-compliance with safety standards and failures in Transport Department's oversight. The Jaipur (on 03 November 2025) multi-vehicle crash, causing 15 deaths, exposed gaps in traffic enforcement, unchecked over speeding, drunken driving and absence of essential safety engineering in congested urban zones. The Phalodi accident (on 02 November 2025), which claimed 15 lives, resulted from an illegally parked trailer and failure to remove an unauthorized *dhaba* operating within the highway's Right of Way. Collectively, these incidents demonstrate serious institutional lapses across Transport, Police and Highway authorities and underline the need for robust compliance mechanisms, coordinated enforcement and strengthened road safety audits to prevent avoidable fatalities.

The Performance Audit thus revealed that despite the existence of policies, plans and allocated resources, road safety efforts in Rajasthan were hindered by delayed implementation, inadequate coordination and weak enforcement mechanisms. Critical gaps in infrastructure management and fund utilization limited the effectiveness of interventions. These systemic issues collectively diluted the impact of the State's road safety initiatives and call for urgent corrective measures to ensure safer roads and reduced fatalities.

Recommendations

The Government/Department may consider to:

1. *Adopt a multi-sectoral approach towards road safety, involving road-owning government agencies, law enforcement authorities, and the public, as this is essential for reducing road accidents and fatalities.*
2. *Adopt road safety measures such as appropriate road geometric design, functional and visible traffic control signage, traffic control devices, and strict enforcement of traffic rules. Severe penalties for over speeding, wrong-side driving, plying unauthorised vehicles on national highways, and unauthorised or wrong parking on roads should be strictly imposed.*

3. *Ensure compliance to mandatory tri-stage audits for all new and existing roads through third-party agencies and rectify identified black spots within set timelines and conduct post-rectification reviews.*

4. *Address shortages in Motor Vehicle Inspectors, Flying Squads and Traffic Police personnel to improve enforcement of traffic laws, inspections and vehicle fitness checks.*

5. *Establishment/operationalization of automated driving test tracks in all licence issuing offices for transparent licence testing.*

6. *Install Automatic Number Plate Recognition with speed detection cameras on high-risk stretches integrated with e-challan systems to strengthen monitoring and enforcement mechanism.*

7. *Deploy additional ambulances to ensure prompt transportation of accident victims to the nearest hospitals with in the shortest possible time.*

8. *Ensure accuracy in recording of accident data on iRAD by all the departments to generate reliable and comprehensive data.*